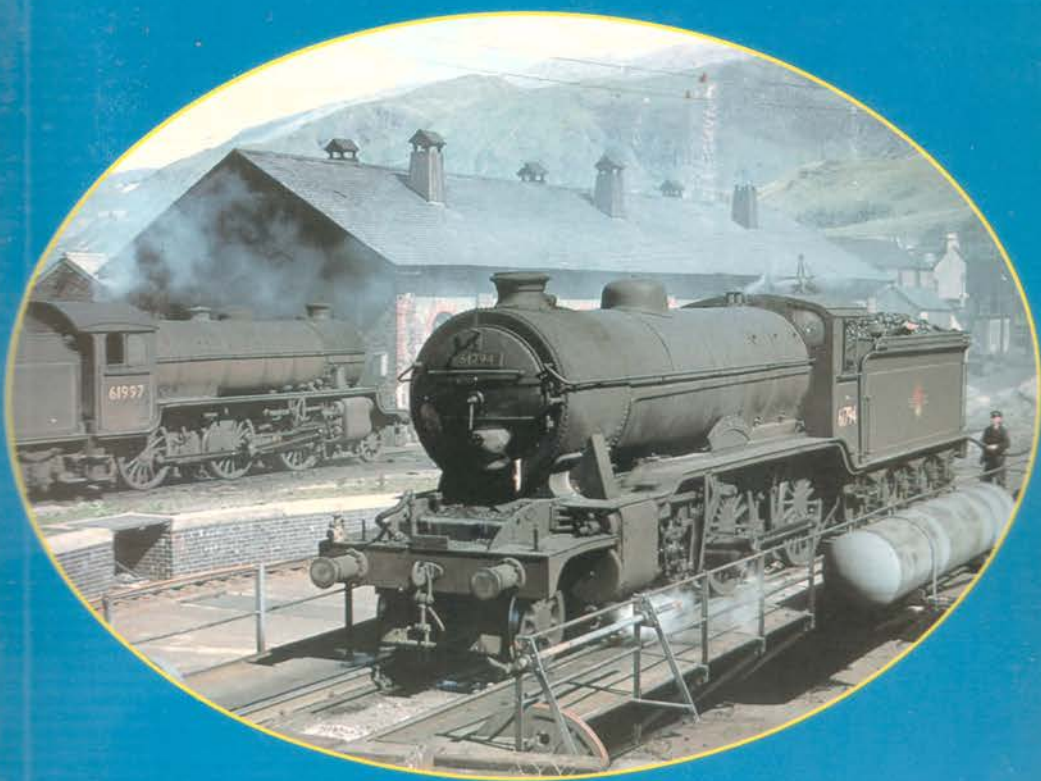


BR STEAM MOTIVE POWER DEPOTS

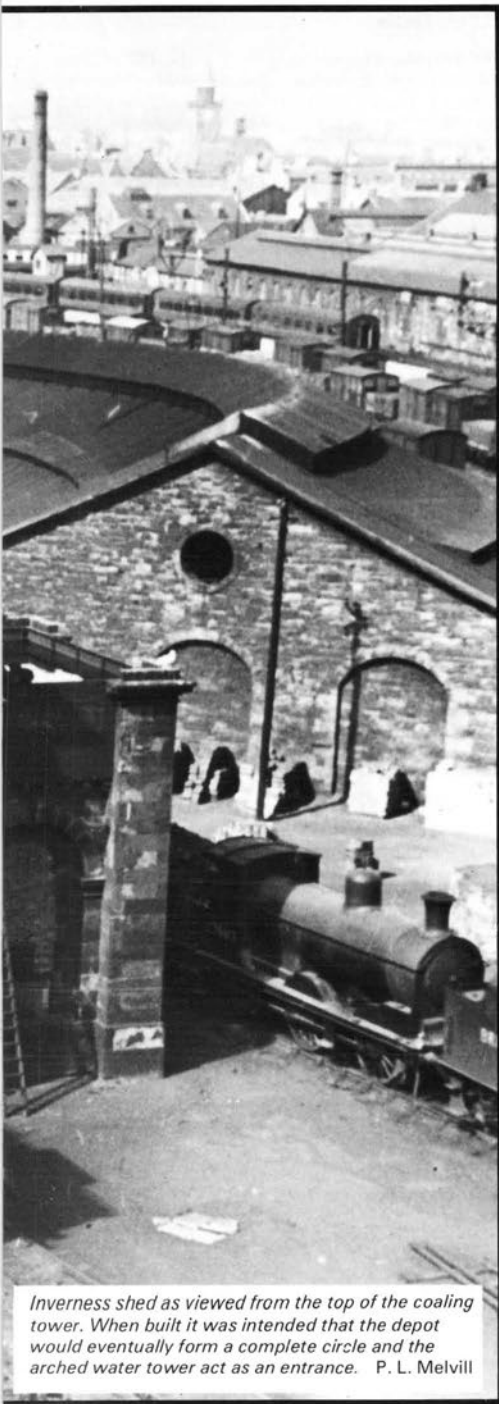


SCOTTISH REGION

PAUL BOLGER

BR STEAM
MOTIVE
POWER
DEPOTS





Inverness shed as viewed from the top of the cooling tower. When built it was intended that the depot would eventually form a complete circle and the arched water tower act as an entrance. P. L. Melvill

BR STEAM MOTIVE POWER DEPOTS

ScR

Paul Bolger



Nottingham

Booklaw Publications

First published 1983

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Preface

The purpose of this book is to assist the average enthusiast be he modeller, relic collector or historian, with his search for information on Motive Power Depots — the home of the steam locomotive.

Many devotees will recall the experience of touring such an establishment; the hiss of steam, the clank of engine movements and the sight of smoke suspended from the ceilings above the many varieties of engine in different stages of repair.

The sight of a fully serviced locomotive simmering outside the depot on a crisp bright morning is a memory I shall never forget. I hope that the following pages aid the reminiscences of those fortunate enough to have lived during the steam age.

This book is dedicated to George Ellis, a native Scot and informative and valued friend to many enthusiasts, myself included.

Paul Bolger

Introduction

For reasons of parity with the previous volumes — *BR Steam Motive Power Depots LMR and ER* (both by Ian Allan Ltd) — the depots covered by this work have been restricted to those which possessed a code, as these were the most visited and of greater importance to the railway network.

In all, 44 depots are outlined and because of the lesser numbers of sheds by comparison with the LMR volume, a minimum of two views per shed have been included with some having as many as five. For continuity of the text the codes used as headings are c1950.

Acknowledgements

This book has been made possible with the invaluable help of the following people and organisations: Director of Public Affairs at British Rail Glasgow; Mr Winch and Mr Fairclough of the Cambridge University Library; Miss S. Percy of the Ordnance Survey; Mr C. Turner of Photomatic; Mr G. M. Kitchenside of Locomotive & General Railway Photographs and Mr Rhodes of Real Photos.

In addition, special thanks are extended to the following: D. A. Anderson, D. Birch, H. I. Cameron, D. Carville, H. C. Casserley, F. Dean, D. J. Dippie, D. R. Easton, A. G. Ellis, K. Fairey, P. Foster, B. K. B. Green, B. Hilton, C. Lofthus, F. Lyon, K. K. Mackay,

D. Mackinnon, A. W. Martin, P. L. Melvill, G. W. Morrison, P. R. Parham, K. R. Pirt, M. Pope, W. Potter, N. E. Preedy, G. Reeve, D. Rendell, S. Rickard, G. W. Sharpe, R. E. B. Siviter, J. L. Stevenson, W. T. Stubbs, D. B. Swale, R. E. Vincent and T. Wright.

In the course of preparation the following publications were of major importance as reference and consultative material: *The Railway Observer* (Volumes 18-38); *The Railway Magazine* (Volumes 94-114); the *Railway World* (Volumes 19-29); *Trains Illustrated* and *Modern Railways* (Volumes 3-21).

Notes about Contents

The ex-North British shed at Carlisle Canal has been catered for in the LMR volume (as 12B) as it both started and ended its BR existence under the control of that region. The Scottish sector of the ex-LMS sheds (Groups 27A to 32C) have all been included with their revised BR Scottish Region codes except 29C Dundee West. This depot never received a new code and survived only as a sub-shed in the Scottish Region. It has, however, been accommodated in the London Midland volume as 29C on the basis that it would have retained its coded status until 1949 when its fate was decided.

Many points can be raised in qualifying the inclusion or exclusion of certain depots, but it must be remembered that strict compliance with the coding system would have resulted in severe duplication of the contents of this and the LMR volume. A balance has, therefore, been struck in an attempt to combat the effects of BR's failure to issue each region with its codes in January 1948. It is hoped the resulting regional 'limbo' where it occurs will not hinder your enjoyment of the book.

Pre-Grouping Origins

Although, primarily, not relevant to the period covered, an indication of the vintage of the shed is given by the inclusion of the company of ownership prior to 1923. This is not necessarily the company which commissioned the building, as many smaller installations were absorbed into the larger companies by the takeover or amalgamation of district railways.

Gazetteer References

These numbers refer to the page and square within the Ian Allan Pre-Grouping Atlas which pinpoint the subject's national location.

Closing Dates

The dates given indicate the closure of the depot to steam engines only. However, in some cases the date would have been the same for diesels where the building closed completely, either as a result of its dilapidated condition or the effects of the 'Beeching' cuts.

Shed Codes

The Scottish Region was not issued with shed codes at the outset of nationalisation in 1948 owing to BR's indecision over districts. In 1949 it was allocated ex-LMS type codes commencing with 60A.

Allocations

Where the depot's lifetime allows, three separate allocations, of steam locomotives only, are listed from the years 1950, 1959 and 1965. These lists are accurate to August 1950, February 1959 and April 1965.

Plans

All the plans have been based upon the Ordnance Survey County Series and National Grid maps from various years with the exception of the undermentioned. Reproduction is by permission of the Controller of Her Majesty's Stationery Office, Crown Copyright Reserved.

60B, 60C, 60E, 68A.

Photographs

All except nine of the 133 illustrations have been restricted to the period 1948/67. The greater majority of the views are hitherto unpublished and represent many years of search.

60A INVERNESS



Pre-Grouping Origin: Highland Railway
Gazetteer Ref: 36 E5

Closed: 1962

Shed-Codes: 32A (1948 to 1949)

60A (1949 to 1962)

Allocations: 1950

Class 5MT 4-6-0

44783	44991	45120	45179	45461
44784	44992	45122	45192	45476
44785	45012	45123	45319	45477
44788	45053	45124	45320	45478
44789	45066	45136	45360	45479
44798	45090	45138	45361	
44799	45098	45160	45453	

Class 3P 4-4-0

54439	54470	54472	54487	54496
54463	54471	54484	54491	

Class 2P 0-4-4T

55160	55199
-------	-------

Class 0F 0-4-0ST

56011	56038
-------	-------

Class 3F 0-6-0T

56262	56291	56293	56299	56341
-------	-------	-------	-------	-------

Class 3F 0-6-0

57591	57597	57634	57642
-------	-------	-------	-------

A westerly view of Inverness in 1957 taken from an elevated position in the nearby Millburn Road. The town can be seen in the background.

J. L. Stevenson

Class 4F 4-6-0

57951	57954	57955	57956
-------	-------	-------	-------

Class Y9 0-4-0ST

68108

Total 60

Allocations: 1959

Class 5 4-6-0

44718	44785	45066	45192	45461
44719	44788	45090	45319	45476
44722	44789	45098	45320	45477
44723	44798	45117	45360	45478
44724	44799	45123	45361	45479
44783	44991	45124	45453	
44784	44992	45179	45460	

Class 3P 4-4-0

54463	54487	54493	54496
-------	-------	-------	-------

Looking from the turntable to the shed-yard in 1960 with the threat of dieselisation drawing nearer.

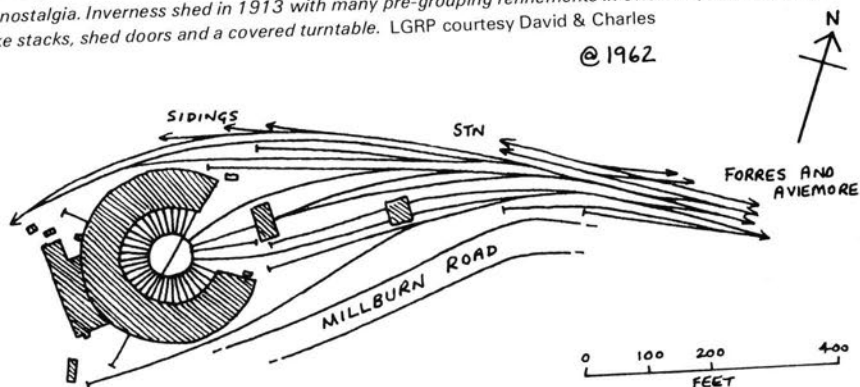
K. Fairey





Pure nostalgia. Inverness shed in 1913 with many pre-grouping refinements in evidence; free-standing smoke stacks, shed doors and a covered turntable. LGRP courtesy David & Charles

@ 1962



Class 2P 0-4-4T

55198	55216	55227
55199	55226	55236

Class 0F 0-4-0ST
56038

<i>Class 3F 0-6-0T</i>		
56300	56305	56341

<i>Class 3F 0-6-0</i>		
57575	57594	57661

Total 50

The four Class 4F 4-6-0 engines allocated to Inverness in 1950 were the only survivors of the ex-Highland Railway 'Clan Goods' class and were all withdrawn by 1953. Between April and June 1962, most of the steam allocation was withdrawn or transferred to the Glasgow area but the final few stored engines went to Perth (63A) in August of the same year.

The view of Inverness which was obtained when passing by train. K. Fairey



60B AVIEMORE



Pre-Grouping Origin: Highland Railway

Gazetteer Ref: 36 F3

Closed: 1962

Shed-Codes: 32B (1948 to 1949)

60B (1949 to 1962)

Allocations: 1950

Class 5MT 4-6-0

45018

Class 3P 4-4-0

54455 54466 54488 54493

Looking north-east to Aviemore in 1953 with No 62277 Gordon Highlander (61C) facing the camera. This loco was withdrawn in June 1958 and restored to its original livery as GNSR No 49. On the left of the view, Class 2P 0-4-4T No 55174, an Aviemore loco, can just be seen. J. L. Stevenson

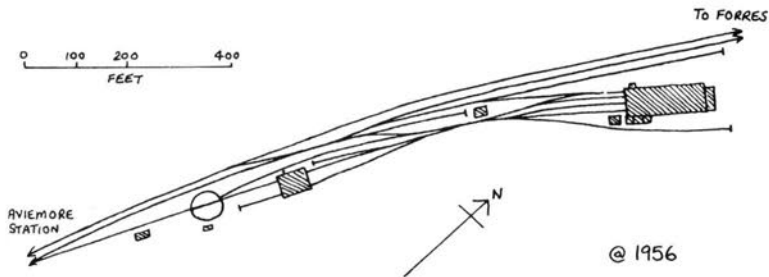
Class 2P 0-4-4T

55174

Class 3F 0-6-0

57586

Total 7



Another view of Aviemore, this time in 1954 with a 'Black Five' and Class 3MT 2-6-2T on parade. Photomatic



Allocations: 1959

Class 4 2-6-4T
42269

Class 5 4-6-0
45136

Class 3P 4-4-0
54466 54482 54484 54488

Class 2P 0-4-4T
55173

Class 3F 0-6-0
57586 57591 57597 57632

Class 2 2-6-0
78052

Total 12

The last engine was transferred away in July 1962.

60C HELMSDALE

Pre-Grouping Origin: Highland Railway

Gazetteer Ref: 38 F4

Closed: 1962

Shed-Code: 60C (1949 to 1962)

Allocations: 1950

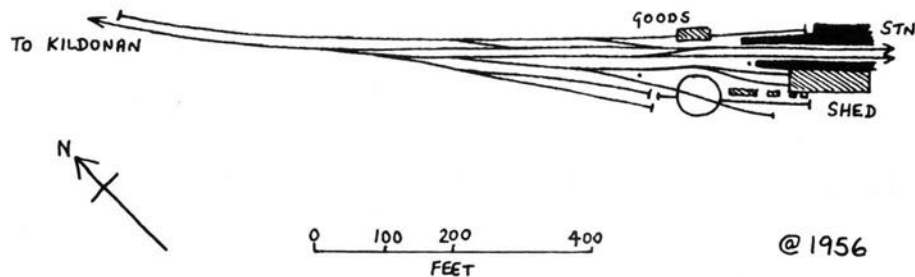
Class 3P 4-4-0
54480 54495

Class 1P 0-4-4T
55051 55053

Class 3F 0-6-0
57587

Total 5

Helmsdale in 1953 looking south-east to the station and depot. The shed roof was in bad need of repair by this time. B. Hilton



@ 1956



Allocations: 1959

Class 16xx 0-6-0PT
1646 1649

Class 3P 4-4-0
54470 54480 54495

Class 3F 0-6-0
57587

Total 6

A 1959 view of the shed with 'Black Five' No 44718 (60A) and 16xx 0-6-0PT No 1646 at rest outside. The latter engine arrived in 1957 for work on the Dornoch Branch (see shed-notes). N. E. Preedy

Ex-Western Region locos, Nos 1646 and 1649 arrived at Helmsdale in 1957 and 1958 respectively for 'Push-Pull' employment on the Dornoch branch.

60D WICK

Pre-Grouping Origin: Highland Railway
Gazetteer Ref: 38 D2
Closed: 1962
Shed-Code: 60D (1949 to 1962)
Allocations: 1950

An easterly view of Wick shed in 1949.
J. L. Stevenson

'Ben' Class 2P 4-4-0
54398 *Ben Alder*
54399 *Ben Wyvis*
54404 *Ben Clebrig*

Class 3P 4-4-0
54445

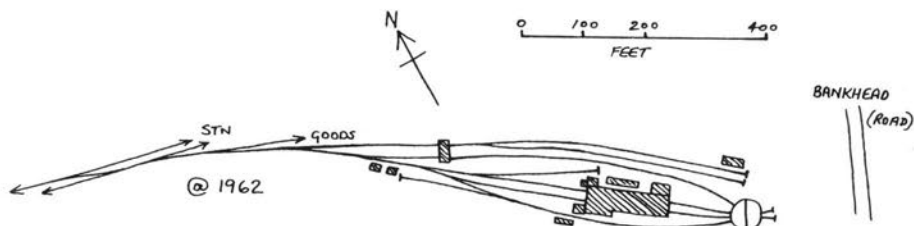
Class 3F 0-6-0
57585

Total 5





Wick a decade later with two Inverness 'Black Fives' on shed. Note that their numbers are consecutive left to right; Nos 44783 and 44784. Photomatic



Allocations: 1959

Class 3 2-6-2T
40150

Class 3P 4-4-0
54491

Class 3F 0-6-0
57585

Total 3

As will be seen the last three 'Ben' class engines (ex-HR) were allocated here in 1950. The sole survivor 54398 'Ben Alder' was withdrawn a few years later for eventual preservation in its original livery as Highland Railway No 2.

With the exception of its sub-shed Thurso, Wick was the most northerly motive power depot in the British Isles. Steam closure came in July 1962 when much of the ex-Highland system was dieselised.

Wick shed in 1949 as viewed from the turntable. Inside the shed is Class 2P 4-4-0 No 54404 Ben Clebrig (60D). B. K. B. Green



60E FORRES



Pre-Grouping Origin: Highland Railway

Gazetteer Ref: 36 D3

Closed: 1959

Shed-Codes: 32C (1948 to 1949)

60E (1949 to 1959)

Allocations: 1950

Class 3P 4-4-0

54473 54481 54482

Class 3F 0-6-0T

56301

Class 3F 0-6-0

57620

Total 5

Forres shed in 1954 with Class 3P 4-4-0 No 54482 (60E) framed at the entrance. J. L. Stevenson

Allocations: 1959

Class 3P 4-4-0

54471 54472 54473

Class 2P 0-4-4T

55269

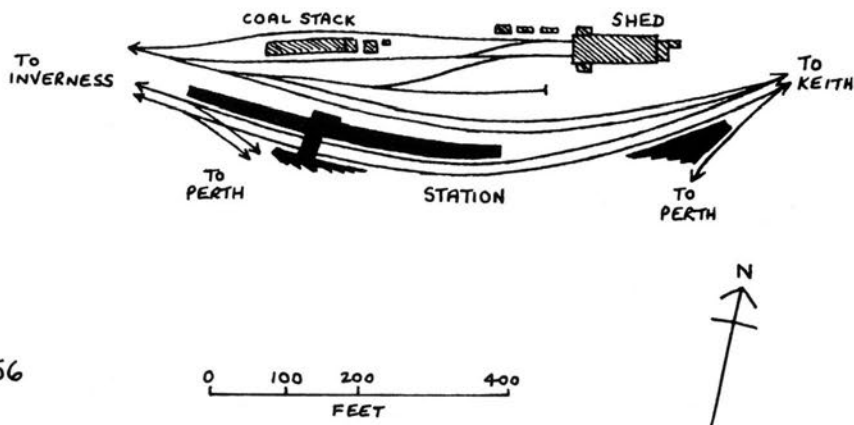
Class 3F 0-6-0T

56291

Class 3F 0-6-0

57620

Total 6



@ 1956



Forres was the first of the main ex-Highland depots to close to steam. In May 1959 its last four engines (Nos 54471/2, 55269, 57620) were transferred to Inverness (60A), St Rollox (65B) and Polmadie (66A).

Another view in the same year looking north-east. The shed's sole '3F' 0-6-0, No 57620 is outside awaiting its next turn of duty. Photomatic

61A KITTYBREWSTER

Pre-Grouping Origin: Great North of Scotland

Railway

Gazette Ref: 37 F4

Closed: 1961

Shed-Code: 61A (1949 to 1961)

Allocations: 1950

Class 2P 4-4-0

40603	40622	40650
-------	-------	-------

Class B1 4-6-0

61134	61324	61348	61351	61401
61307	61343	61349	61352	61404
61323	61345	61350	61400	

Class B12 4-6-0

61505	61511	61524	61532	61552
61507	61513	61526	61539	61560
61508	61521	61528	61543	61563

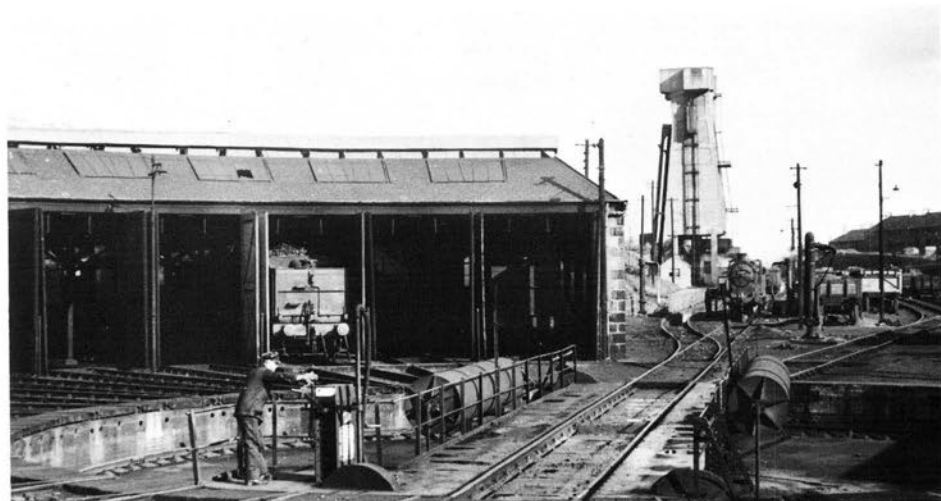
Class D41 4-4-0

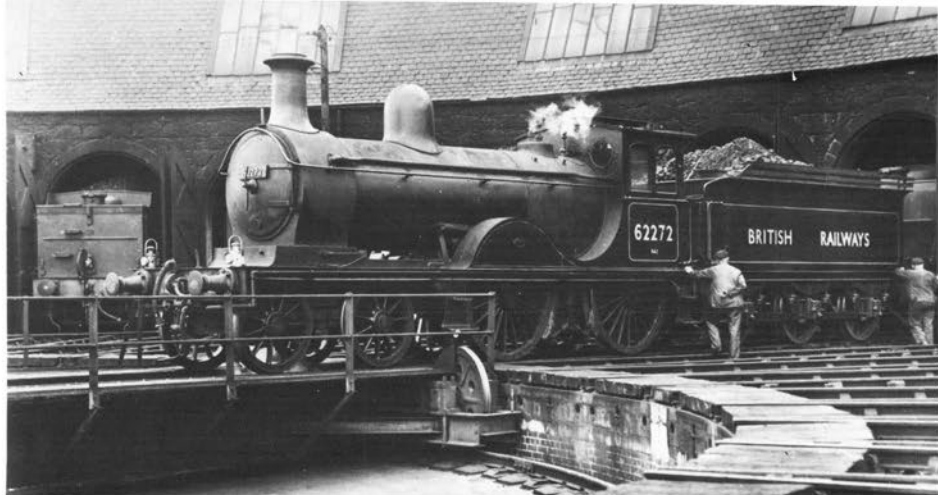
62225	62229	62232
62228	62230	62241

Class D40 4-4-0

62260	62265	62270
62261	62268	62272
62273	George Davidson	
62274	Benachie	
62275	Sir David Stewart	
62276	Andrew Bain	
62277	Gordon Highlander	
62278	Hatton Castle	
62279	Glen Grant	

Looking across the turntable at Kittybrewster towards the shed yard and coaling plant in 1954. Photomatic





Class J36 0-6-0
65247

Class F4 2-4-2T
67151 67157 67164

Class G5 0-4-4T
67287 67327

Class VI 2-6-2T
67667 67671

Classes Z4 & Z5* 0-4-2T
68190 68191 68192* 68193*

Class J72 0-6-0T
68700 68717 68749
68710 68719 68750

Class N14 0-6-2T
69125

Total 70

Class D40 4-4-0 No 62272 assisting with shunting movements at Kittybrewster in 1950. A. G. Ellis

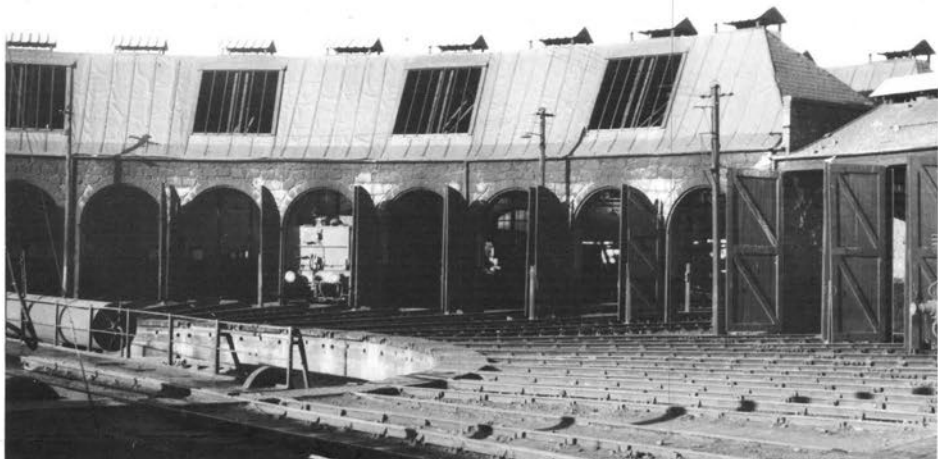
Allocations: 1959

Class 2P 4-4-0
40603 40604 40648 40650 40663

Class 2 2-6-0
46460

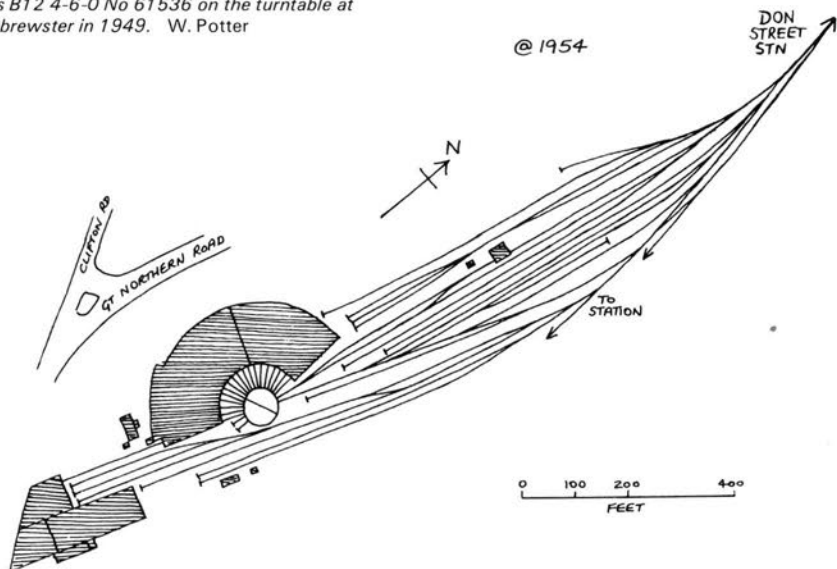
Class B1 4-6-0
61242 Alexander Reith Gray
61294 61345 61347 61352
61324 61346 61350 61400

Looking west across the track radii in 1954 clearly showing the differing styles of building prevalent at the depot. This type of contrast was not always the product of shed expansion as fires and general dilapidation were quite often the root cause of a rebuilding programme. J. L. Stevenson





Class B12 4-6-0 No 61536 on the turntable at
Kittybrewster in 1949. W. Potter



Class K2 2-6-0

61741
61790 Loch Lomond

Class D34 4-4-0

62479 Glen Sheil
62480 Glen Fruin
62482 Glen Mamie
62489 Glen Dessary
62493 Glen Gloy
62497 Glen Mallie
62498 Glen Moidart

Class J36 0-6-0

65221 65227 65251 65297 65303

Classes Z4 & Z5* 0-4-2T

68190 65192*

Class J72 0-6-0T

68717 68719 68749 68750

Class N15 0-6-2T

69180

Class 4 2-6-0

76104 76108

Class 2 2-6-0

78045

Class 4 2-6-4T

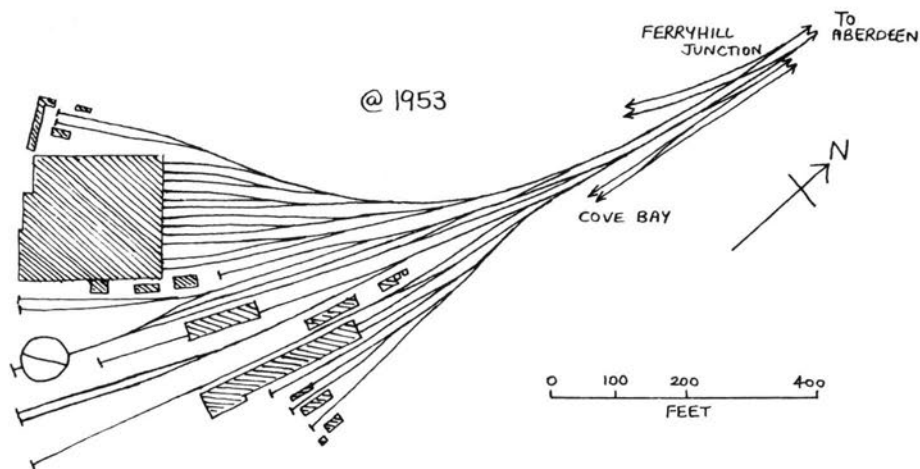
80004	80021	80111	80114
80005	80028	80112	80115
80020	80029	80113	

Total 50

Kittybrewster shed possessed a highly mixed bag of motive power throughout its BR existence. The 1950 allocation portrays locomotives which first saw the light of day on Great Eastern metals. Other pre-grouping companies represented (apart from the GNOSR) were the North British and North Eastern.

At closure in August 1961 the last few locomotives transferred to Ferryhill (61B). Dieselsation was more or less complete on the ex-GNOSR by September of the same year. The roof of the larger section of the shed was demolished in 1956.

61B FERRYHILL



Pre-Grouping Origin: Caledonian and North British Joint Railways*

Gazetteer Ref: 37 G4

Closed: 1967

Shed-Codes: 29B (1948 to 1949)

61B (1949 to 1967)

Allocations: 1950

Class 4P 4-4-0

41134 41176 41184

Class 3F 0-6-0T

56240 56251 56278 56326 56348

Class A2 4-6-2

60525 A. H. Peppercorn

60531 Bahram

60537 Bachelors Button

A south-westerly view of Ferryhill in 1957. Despite its 12 roads, the shed never really had a sizeable allocation in BR days and as such must have been one of the few depots, of this dimension, in the country capable of sheltering its complement of engines. J. L. Stevenson





Class V2 2-6-2

60819	60827	60898	60970
60822	60851	60919	60973
60824	60888	60955	

Class B1 4-6-0

61132	61133		
-------	-------	--	--

Class J39 0-6-0

64795	64975		
-------	-------	--	--

Class J36 0-6-0

65213	65297		
-------	-------	--	--

Class C15 4-4-2T

67455	67478		
-------	-------	--	--

Class J69 0-6-0T

68568			
-------	--	--	--

Class N15 0-6-2T

69128	69129	69201	
-------	-------	-------	--

Class WD 2-8-0

90041	90121	90260	
90097	90203	90455	

Total 40

Allocations: 1959

Class 2P 4-4-0

40617	40618		
-------	-------	--	--

Class 5 4-6-0

44703	44794	45162	45167	45469
-------	-------	-------	-------	-------

Class 3F 0-6-0T

56240	56278	56325	56326	
-------	-------	-------	-------	--

Class A2 4-6-2

60525	A. H. Peppercorn		
60531	Bahram		
60532	Blue Peter		

Class V2 2-6-2

60851	60898	60955	60972
60888	60919	60970	60973

*A post-grouping view of the joint depot with LMS and LNER types sharing the metals.
Ian Allan Library*

Class J36 0-6-0

65305			
-------	--	--	--

Class N15 0-6-2T

69127	69128	69138	69224
-------	-------	-------	-------

Class WD 2-8-0

90041	90097	90455	
-------	-------	-------	--

Total 30

Allocations: 1965

Class 5MT 4-6-0

44703	44794		
-------	-------	--	--

Class A4 4-6-2

60004	William Whitelaw
60006	Sir Ralph Wedgewood
60007	Sir Nigel Gresley
60009	Union of South Africa
60010	Dominion of Canada
60019	Bittern
60026	Miles Beevor
60034	Lord Faringdon

Class 5MT 4-6-0

73008	73056		
-------	-------	--	--

Class WD 2-8-0

90041	90596	90640	
-------	-------	-------	--

Total 15

* Despite not having their own road to Aberdeen, the North British Railway obtained running powers over Caledonian metals from Kinnaber Junction to the city and with them a share of Ferryhill depot.

Ferryhill began acquiring the 'A4' Pacifics in 1962 and by 1965 possessed eight of the remaining 11 examples. The class became extinct in September 1966.

Closure came in March 1967 when the last few locos transferred to Dundee Tay Bridge (62B).

61C KEITH



Pre-Grouping Origin: Great North of Scotland Railway

Gazetteer Ref: 37 D1

Closed: 1961

Shed-Code: 61C (1949 to 1961)

Allocations: 1950

Class B1 4-6-0

61308	61346	61347	61353
-------	-------	-------	-------

Class B12 4-6-0

61501	61502	61503
-------	-------	-------

Class D41 4-4-0

62227	62243	62248	62252
62231	62246	62249	62255
62242	62247	62251	62256

Class D40 4-4-0

62262	62264	62267	62269	62271
-------	-------	-------	-------	-------

Class G5 0-4-4T

67292

Total 25

Keith shed in 1949 with three Class D40 4-4-0's and a 'B12' 4-6-0 occupying the four roads.

J. L. Stevenson

Allocations: 1959

Class 3 2-6-2T

40011

Class 2P 4-4-0

40600	40622
-------	-------

Class 2P 0-4-4T

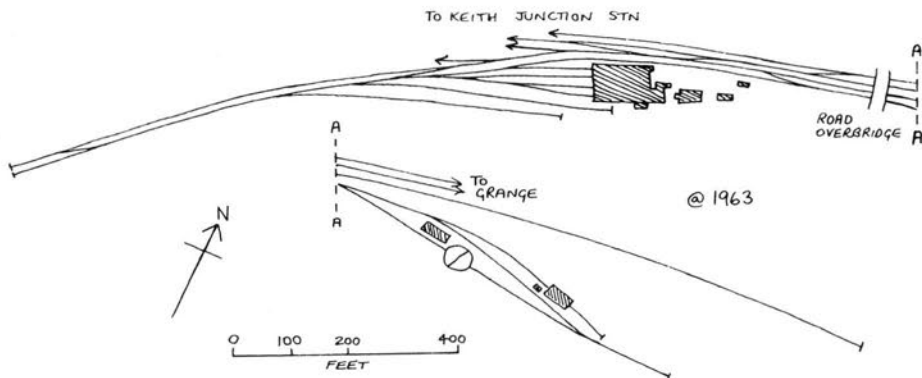
55185	55221
-------	-------

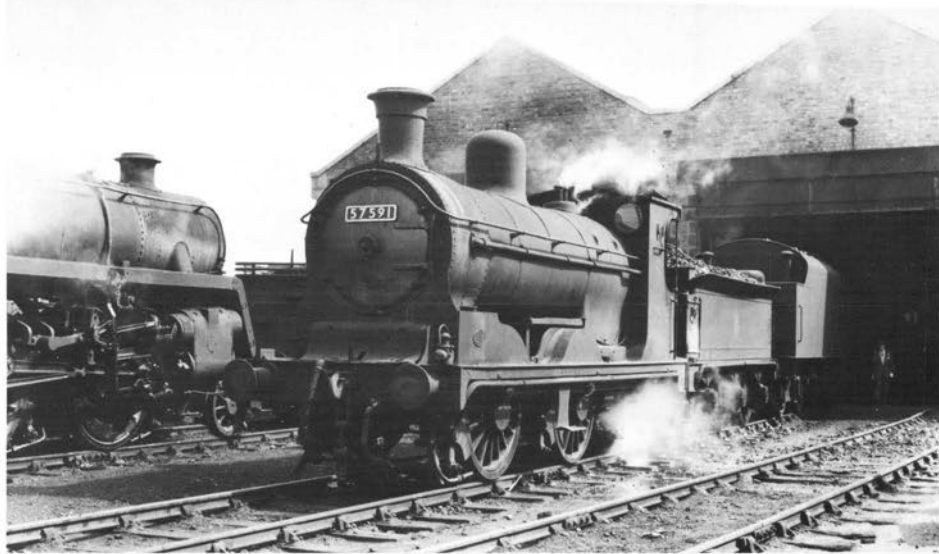
Class 3F 0-6-0T

56348

Class 3F 0-6-0

57634





Class 3F 0-6-0 No 57591 at Keith in 1960.
Real Photos

Class K2 2-6-0
61755
61779
61782 *Loch Eil*
61783 *Loch Shiel*
61792

Class D34 4-4-0
62469 *Glen Douglas*

Class J36 0-6-0
65247 65267 65304 65310 65338

Class 2 2-6-0
78053 78054

Class 4 2-6-4T
80121 80122

Total 22

Keith shed lost its allocation in June 1961 and the remaining engines went to Ferryhill (61B), Dalry Road (64C), Bathgate (64F) and Corkerhill (67A). After years of virtual dereliction the shed underwent extensive rebuilding in 1953.

62A THORNTON

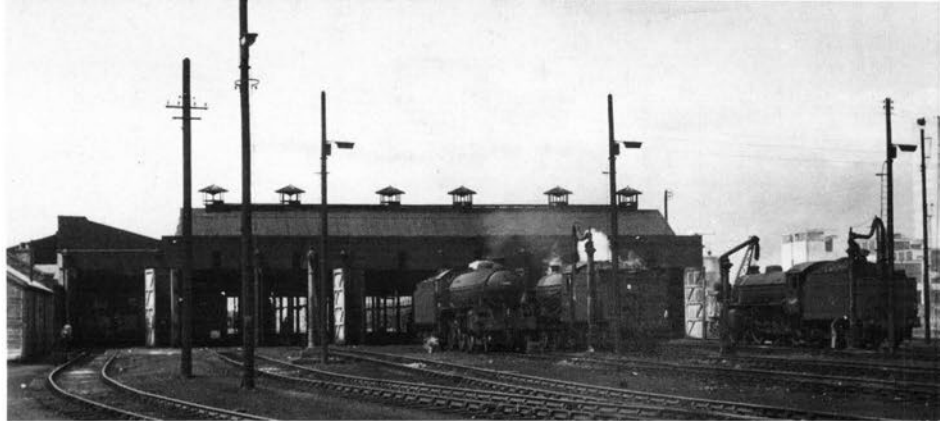
Pre-Grouping Origin: North British Railway
Gazetteer Ref: 30 A2
Closed: 1967
Shed Code: 62A (1949 to 1967)
Allocations: 1950

Class B1 4-6-0
61072 61118 61148
61103 61146 61262

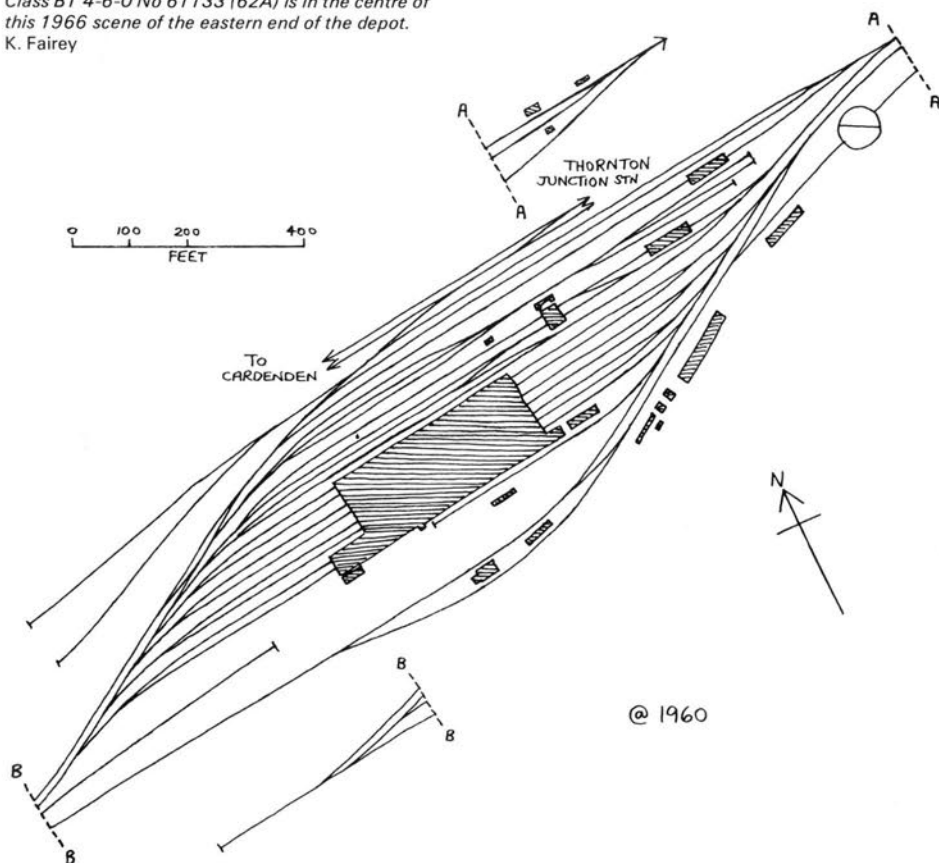
Class D29 4-4-0
62410 *Ivanhoe*
62411 *Lady of Avenel*

A 1965 view of the eastern end of Thornton Junction shed with Classes J37 0-6-0 No 64569 and WD 2-8-0 No 90020, both 62A, facing the camera.
K. Fairey





*Class B1 4-6-0 No 61133 (62A) is in the centre of this 1966 scene of the eastern end of the depot.
K. Fairey*



Class D30 4-4-0
 62418 *The Pirate*
 62419 *Meg Dods*
 62429 *The Abbot*
 62430 *Jingling Georgie*
 62431 *Kenilworth*
 62442 *Simon Glover*

Class D34 4-4-0
 62467 *Glenfinnan*
 62468 *Glen Orchy*
 62475 *Glen Beasdale*
 62478 *Glen Quoich*
 62492 *Glen Garvin*



Class D49 4-4-0
 62704 Stirlingshire
 62708 Argyllshire
 62716 Kincardineshire
 62717 Banffshire
 62729 Rutlandshire

<i>Class J35 0-6-0</i>			
64464	64477	64500	64521
64466	64488	64514	64522
64474	64495	64516	

<i>Class J37 0-6-0</i>				
64546	64564	64597	64612	64629
64549	64565	64600	64616	64635
64550	64596	64602	64618	

<i>Class J36 0-6-0</i>		
65218	65291	65345

<i>Class J38 0-6-0</i>			
65901	65904	65910	65921
65902	65907	65911	65925
65903	65908	65913	65931
			65932

<i>Class C15 4-4-2T</i>	
67452	67476

<i>Class J88 0-6-0T</i>			
68321	68323	68335	68341
68322	68332	68337	68353

<i>Class J83 0-6-0T</i>		
68451	68456	68459
68453	68458	68467

<i>Class J69 0-6-0T</i>			
68504	68535	68550	68555

<i>Class N15 0-6-2T</i>		
69132	69153	69223
69150	69211	69224

<i>Class WD 2-8-0</i>				
90004	90145	90282	90489	90614
90019	90168	90300	90498	90690
90049	90170	90319	90534	
90058	90177	90350	90539	
90128	90182	90472	90547	

Total 113

Inside Thornton shed in 1966 with Class J37 0-6-0 Nos 64570 and 64569 (both 62A) facing.
 K. K. MacKay

Allocations: 1959

Class 2P 0-4-4T
 55217

<i>Class B1 4-6-0</i>				
61103	61134	61148	61330	61401
61118	61146	61262	61343	61403
61133	61147	61277	61358	

Class D30 4-4-0
 62418 *The Pirate*

Class D34 4-4-0
 62467 *Glenfinnan*
 62475 *Glen Beasdale*
 62478 *Glen Quoich*
 62492 *Glen Garvin*

Class D11 4-4-0
 62677 *Edie Ochiltree*

Class D49 4-4-0
 62708 Argyllshire
 62712 Morayshire
 62716 Kincardineshire
 62728 Cheshire
 62729 Rutlandshire
 62733 Northumberland
 62744 *The Holderness*

<i>Class J35 0-6-0</i>			
64466	64474	64488	64522

<i>Class J37 0-6-0</i>			
64546	64564	64600	64618
64549	64565	64602	64629
64550	64596	64616	64635

<i>Class J36 0-6-0</i>		
65218	65252	65345

<i>Class J38 0-6-0</i>				
65900	65903	65907	65911	65925
65901	65904	65908	65913	65931
65902	65905	65910	65921	65932



This view of the western end of Thornton depicts Classes J38 0-6-0 No 65901 and B1 4-6-0 No 61343 (both 62A). W. T. Stubbs

Class J88 0-6-0T

68332	68334	68335	69353
-------	-------	-------	-------

Class J83 0-6-0T

68453	68456	68458	68459
-------	-------	-------	-------

Class J72 0-6-0T

69012

Class N15 0-6-2T

69132	69143	69223
-------	-------	-------

Class 4 2-6-0

76109	76110	76111
-------	-------	-------

Class WD 2-8-0

90004	90117	90350	90534	90705
90019	90128	90441	90539	
90020	90168	90472	90614	
90058	90182	90513	90690	

Total 94

A pair of WD 2-8-0s Nos 90628 and 90441 (both 62A) simmering inside Thornton in 1965. D. Birch

Allocations: 1965

Class B1 4-6-0

61103	61133	61261	61343
61132	61148	61330	

Class J37 0-6-0

64569	64588	64606	64625
64570	64595	64618	64632

Class J36 0-6-0

65345

Class J38 0-6-0

65901	65909	65914	65922
65905	65910	65915	65925
65907	65911	65916	65932

Class WD 2-8-0

90020	90168	90441	90468	90727
90117	90350	90444	90628	

Total 37

Thornton shed, sometimes known as Thornton Junction, lost its allocation in April 1967, but Class J36 0-6-0 No 65345 remained in store until June of the same year pending possible use in a film.



62B DUNDEE TAY BRIDGE



Looking north-east to Dundee Tay Bridge depot in 1959. W. T. Stubbs

Pre-Grouping Origin: North British Railway

Gazetteer Ref: 34 E4

Closed: 1967

Shed Code: 62B (1949 to 1967)

Allocations: 1950

Class 5MT 4-6-0

44954

Class 2MT 2-6-0

46463 46464

Class 2P 0-4-4T

55173 55192 55223 55227

55186 55217 55226 55231

Class 3F 0-6-0T

56323 56325

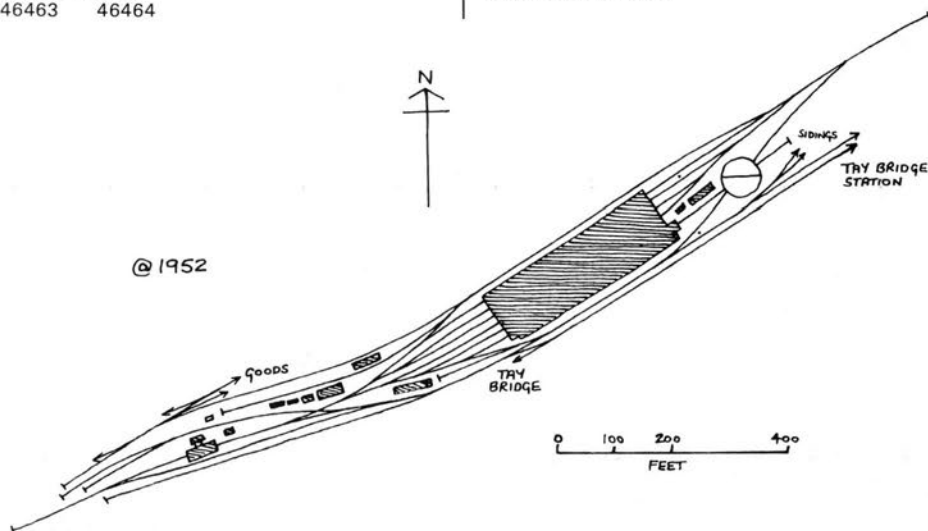
Class 3F 0-6-0

57568 57653

Class A2 4-6-2

60527 *Sun Chariot*

60528 *Tudor Minstrel*





Towards the end of steam Dundee Tay Bridge possessed the last three remaining Class A2 Pacifics. All three are depicted here in 1966 (left to right), 60532 Blue Peter, 60528 Tudor Minstrel and 60530 Sayajirao. M. Pope

Class V2 2-6-2

60804	60840	60920	60937	60969
60838	60844	60931	60958	60971

Class B1 4-6-0

61101	61147	61278	61293	61403
61102	61263	61292	61402	

Class D30 4-4-0

62427 Dumbiedykes
62434 Kettledrumle
62436 Lord Glenvarloch
62438 Peter Poundtext

Class D33 4-4-0

62457 62466

Class D34 4-4-0

62485 Glen Murran

Class D49 4-4-0

62713 Aberdeenshire
62718 Kinross-shire
62728 Cheshire

Class J35 0-6-0 No 64492 being turned at the north eastern end of Tay Bridge in 1954. Note that the table is the vacuum assisted type which enabled the operator to make use of the loco's steam by connecting the brake pipe to the table and thus lend power to this otherwise arduous task. Photomatic



Class J35 0-6-0

64482 64485 64530

Class J37 0-6-0

64575 64598 64619 64627 64634
64587 64615 64620 64631

Class J39 0-6-0

64786 64792 64892
64790 64822 64950

Class J36 0-6-0

65309 65319 65330 65333

Class J24 0-6-0

65614 65622

Class C15 4-4-2T

67461 67471

Class C16 4-4-2T

67483 67486 67490 67493 67499
67484 67489 67491 67498 67502

Class Y9 0-4-OST

68100 68107 68110 68114 68123

Class J83 0-6-0T

68446 68452 68455 68466 68470

Class WD 2-8-0

90017 90077 90444 90515 90727
90071 90198 90463 90600

Total 101

*Dundee Tay Bridge coaler in 1966 with Classes 2MT
2-6-0 No 46464 and J37 0-6-0 No 64602 (both
62B) preparing for duty. R. E. B. Siviter*

Allocations: 1959

Class 3 2-6-2T

40054

Class 4 2-6-4T

42691 42692

Class 5 4-6-0

44954 45164 45384 45486

Class 2 2-6-0

46463 46464

Class A2 4-6-2

60527 *Sun Chariot*

60528 *Tudor Minstrel*

Class V2 2-6-2

60804 60822 60834 60838 60844

Class B1 4-6-0

61102 61172 61263 61292 61402
61132 61180 61278 61293

Class D34 4-4-0

62485 *Glen Murran*

Class J35 0-6-0

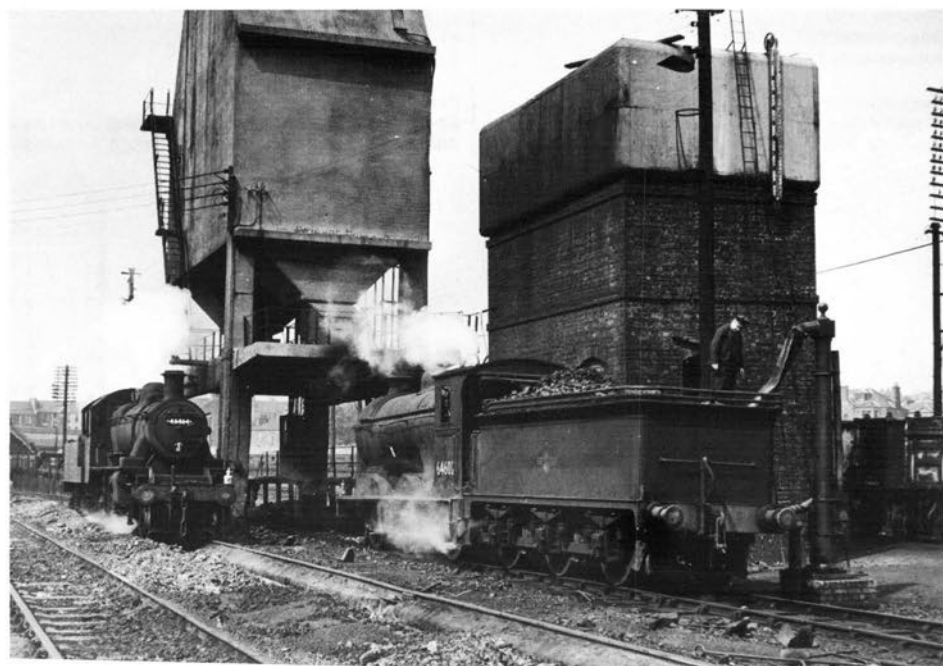
64530

Class J37 0-6-0

64542 64556 64587 64619 64631
64544 64575 64598 64620
64545 64585 64615 64627

Class J39 0-6-0

64786 64790 64792 64822 64950



Class J36 0-6-0
65309 65319 65330 65333

Class C16 4-4-2T
67484 67490 67496 67502
67486 67491 67501

Class J69 0-6-0T
68535

Class N15 0-6-2T
69136 69164 69204

Class 4 2-6-4T
80123 80124

Class WD 2-8-0
90444 90515

Total 64

Allocations: 1965

Class 2MT 2-6-0
46464

Class A2 4-6-2
60528 *Tudor Minstrel*
60530 *Sayajirao*
60532 *Blue Peter*

Class V2 2-6-2
60818 60836 60844 60919 60973

Class B1 4-6-0
61102 61180 61278 61340
61147 61262 61292 61403
61172 61263 61293

Class J37 0-6-0
64547 64576 64597 64608 64624
64558 64577 64602 64620

Class J36 0-6-0
65319

Class 4MT 2-6-4T
80124

Total 31

Tay Bridge shed lost the remainder of its steam allocation at the beginning of May 1967 when steam working on the Scottish Region was curtailed. The depot thus became one of the last seven steam venues in the Region, with all its displaced locos going to scrap. The other sheds which closed at this time were: 62C, 63A, 66A, 66B, 67A, 68D.

The ex-Caledonian shed Dundee West (see 29C London Midland Volume) stood nearby. It ranked as a sub-shed to Tay Bridge between 1951 and 1958 and housed much of the latter's allocation owing to the cramped conditions on the ex-NBR site.

62C DUNFERMLINE

Pre-Grouping Origin: North British Railway

Gazetteer Ref: 30 A3

Closed: 1967

Shed-Code: 62C (1949 to 1967)

Allocations: 1950

The western end of Dunfermline in the late 1950s showing the shed to have been re-roofed by this time. W. T. Stubbs

Class D30 4-4-0

62441 *Black Duncan*

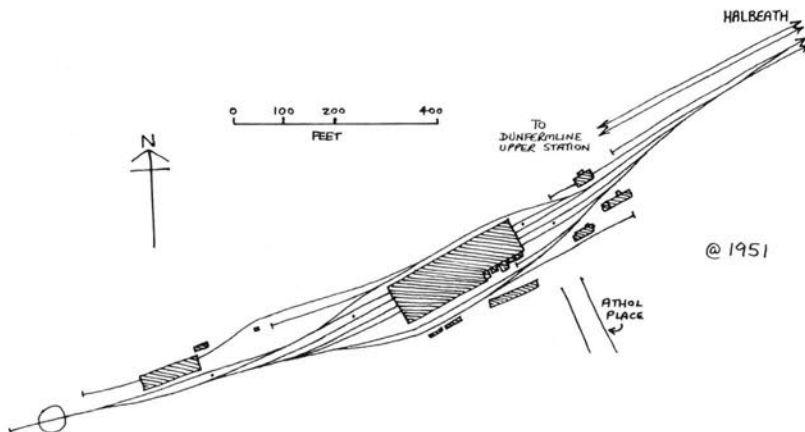
Class D33 4-4-0

62459 62464

Class J35 0-6-0

64475 64480 64487 64496 64513
64476 64483 64493 64505 64525





Class J37 0-6-0

64545	64560	64568	64604
64554	64561	64574	64617
64556	64567	64590	64630

Class J36 0-6-0

65239	65252			
<i>65253 Joffre</i>				
65281	65307	65320	65322	65323

Class J38 0-6-0

65900	65922	65926	65933
65905	65923	65928	65934
65916	65924	65930	

Class C15 4-4-2T

67453	67466	67469
-------	-------	-------

Class V3 2-6-2T

67669	67672
-------	-------

Class Y9 0-4-OST

68101

Class J88 0-6-OT

68345	68346	68351
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Class J83 0-6-OT

68465

Class J69 0-6-OT

68635

Class N15 0-6-2T

69135	69154	69164	69202	69221
69136	69160	69192	69204	

Class WD 2-8-0

90117	90293	90542	90569
90199	90306	90553	90575
90278	90513	90560	90705

Total 76

Allocations: 1959

Class B1 4-6-0

61072	61101	61407
-------	-------	-------

Class K2 2-6-0

61721	61758	61770
-------	-------	-------

Class D30 4-4-0

62427	<i>Dumbiedykes</i>
62436	<i>Lord Glenvarloch</i>

Class J35 0-6-0

64475	64480	64493	64505	64516
64476	64487	64496	64513	64525

Class J37 0-6-0

64543	64567	64597	64617
64560	64568	64604	64630

Class J36 0-6-0

65239			
<i>65253 Joffre</i>			
65281	65307	65320	65323

Class J38 0-6-0

65923	65926	65930
65924	65928	65933

Class V3 2-6-2T

67669	67672
-------	-------

Class Y9 0-4-OST

68101

Class J88 0-6-OT

68346	68350
-------	-------

Class N15 0-6-2T

69202	69221
-------	-------

Class WD 2-8-0

90017	90542	90553	90575	90727
90177	90547	90560	90600	

Total 54



This view of 1950 shows Dunfermline's roof prior to the BR rebuild. J. L. Stevenson

Allocations: 1965

Class B1 4-6-0

61072 61101 61407

Class J37 0-6-0

64571 64599 64611 64623

Class J36 0-6-0

65288 65327

Class J38 0-6-0

65903 65917 65921 65931
65906 65918 65929 65934
65912 65920 65930

Class 4MT 2-6-0

76109 76110

Class WD 2-8-0

90039 90229 90515 90547
90071 90386 90534

Total 29

Dunfermline's closure coincided with the end of steam on the Scottish Region on 1 May 1967. All its remaining locos went for scrap as did those from the other six depots which survived to this date (see 62B notes). New coaling and ash plants and turntable were brought into use in 1952 whilst the shed roof was replaced in the mid-1950s.

63A Perth

Pre-Grouping Origin: Caledonian Railway

Gazetteer Ref: 33 F5

Closed: 1967

Shed-Codes: 29A (1948 to 1949)

63A (1949 to 1967)

Allocations: 1950

Class 4P 4-4-0

40921 40923 40939
40922 40938 41125

Class 5MT 2-6-0

42742 42743

Class 4F 0-6-0

44193 44251 44254 44258 44318
44194 44253 44257 44314 44328

Class 5MT 4-6-0

44698	44961	45086	45175	45464
44699	44972	45118	45213	45465
44704	44973	45119	45266	45466
44705	44974	45125	45309	45467
44796	44975	45127	45357	45469
44797	44976	45162	45365	45470
44801	44977	45164	45366	45472
44879	44978	45165	45389	45473
44885	44979	45166	45452	45474
44924	44980	45167	45456	45475
44925	44997	45169	45457	45483
44931	44998	45170	45458	45488
44958	44999	45171	45459	45492
44959	45007	45172	45460	45496
44960	45011	45173	45463	45497



'Jubilee' 4-6-0
 45564 New South Wales
 45575 Madras
 45644 Howe

Class 3P 4-4-0
 54447 54459 54476 54494 54501
 54448 54467 54485 54499 54502
 54458 54469 54489 54500 54503

Class 2P 0-4-4T
 55144 55175 55208 55212 55216
 55171 55176 55209 55213 55218

Class 3F 0-6-0T
 56246 56328 56347 56353
 56290 56331 56352 56359

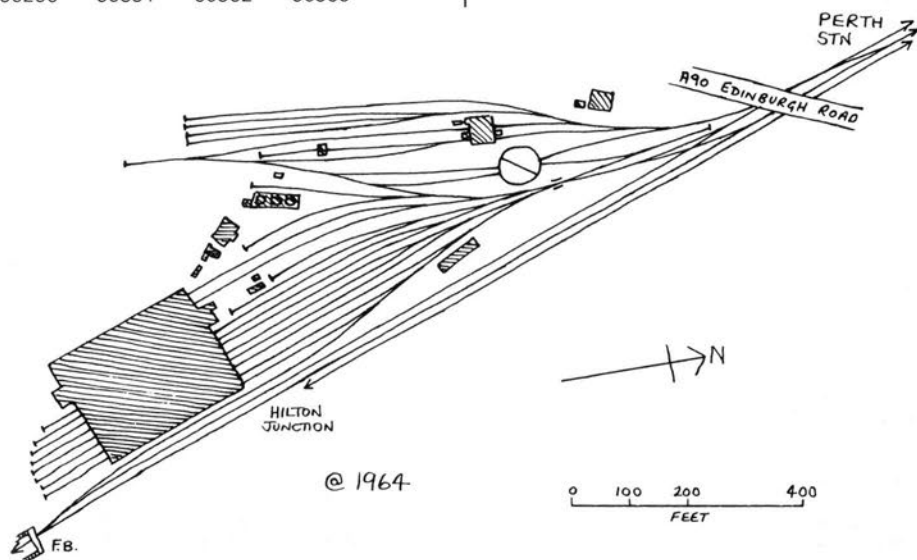
A general view of Perth in 1966 looking south from
 the nearby A90 Edinburgh Road. K. Fairey

Class 2F 0-6-0
 57339 57345 57450 57473

Class D49 4-4-0
 62714 Perthshire
 62725 Inverness-shire

Class WD 2-8-0
 90523 90530 90675

Total 138





Allocations: 1959

Class 4 2-6-4T

42168 42169 42271

Class 6P5F 2-6-0

42800 42801

Class 4F 0-6-0

44253 44257 44314
44254 44258 44328

Class 5 4-6-0

44698	44885	44997	45366	45474
44699	44921	44998	45367	45475
44704	44924	44999	45452	45483
44705	44925	45047	45458	45488
44720	44931	45053	45459	45492
44721	44959	45165	45463	45496
44796	44960	45168	45465	45497
44797	44961	45170	45467	
44801	44978	45171	45470	
44820	44979	45172	45472	
44879	44980	45365	45473	

A quartet of Class A4 Pacifics at Perth in 1965 by which time the survivors had been reduced to eight. Left to right are Nos 60009 Union of South Africa, 60026 Miles Beevor, 60019 Bittern (all 61B) and 60031 Golden Plover (65B). K. R. Pirt

'Jubilee' 4-6-0

45673 Keppel
45692 Cyclops
45727 Inflexible

Class 3P 4-4-0

54467	54485	54489	54499	54503
54469	54486	54494	54500	

Class 2P 0-4-4T

55200	55209	55218	55230
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Class 3F 0-6-0T

56246	56290	56331	56347	56359
-------	-------	-------	-------	-------

Class 2F 0-6-0

57345	57424	57473
-------	-------	-------

Class D34 4-4-0

62470 Glen Roy
62484 Glen Lyon

An elevated view of the depot as seen from the coaling plant in 1954. Photomatic





Class 5 4-6-0

73005	73007	73009	73107
73006	73008	73106	73120

Class 4 2-6-4T

80126

Total 97

Allocations: 1965

Class 5MT 4-6-0

44698	44724	44925	44979	45461
44704	44797	44931	44980	45472
44705	44799	44959	44997	45473
44720	44879	44960	44998	45474
44722	44924	44978	45047	45475

Class 4MT 2-6-4T

80028	80092	80093	80126
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Total 29

Perth in the late 1950s with its usual predominance of 'Black Fives'. W. T. Stubbs

A notable feature of Perth's allocation throughout the BR period was the high proportion of 'Black Five' 4-6-0s shedded there.

Like the previous two depots, Perth survived until the end of steam on the Scottish Region and lost all its remaining locos to scrap in May 1967 (see 62B notes).

63B STIRLING SOUTH

Pre-Grouping Origin: Caledonian Railway

Gazetteer Ref: 30 A5

Closed: 1966

Shed-Codes: 31B (1948 to 1949)

63B (1949 to 1960)

65J (1960 to 1966)

Allocations: 1950 (63B)

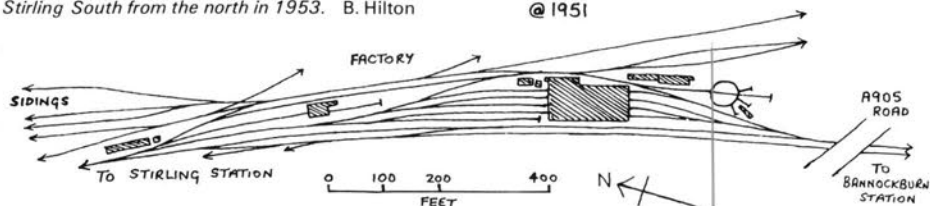
The southern end of Stirling South in 1954 with ex-Caley tank and tender classes well represented. Note that the turntable had been filled in by this time. Photomatic





Stirling South from the north in 1953. B. Hilton

@ 1951



Class 4P 4-4-0

40913 40924

Class 4MT 2-6-4T

42198 42199

Class 4F 0-6-0

44011 44283 44322 44330 44331

Class 5MT 4-6-0

45016 45358 45359

Class 2P 0-4-4T

55122 55126 55145 55222

LMS Class 2P 0-4-4T No 15122 (eventual BR No 55122) (63B) outside the south entrance to Stirling South shed in 1950. W. Potter

Class 3F 0-6-0T

56232 56254 56343 56365 56366

Class 2F 0-6-0

57232 57246 57264 57424 57468
57233 57252 57283 57425
57243 57257 57423 57460

Class D1 4-4-0

62209

Class D30 4-4-0

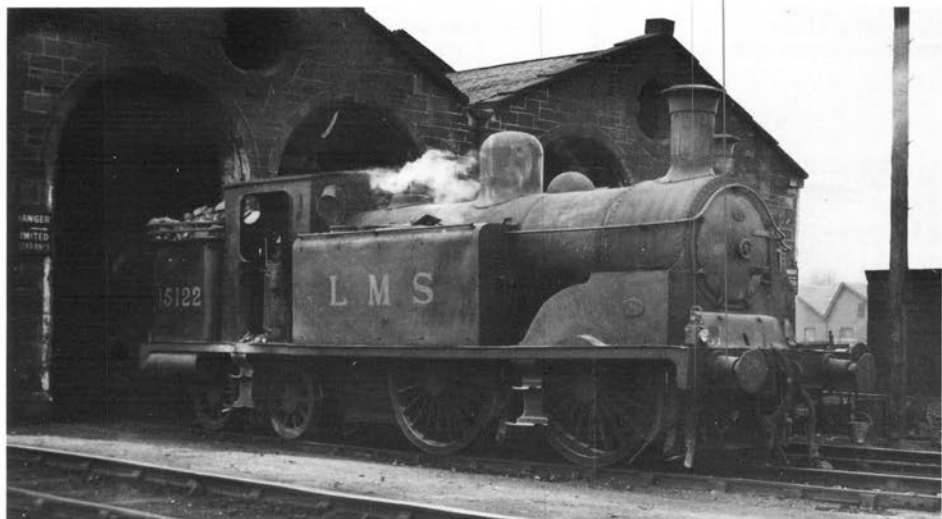
62426 Cuddie Headrigg

Class D33 4-4-0

62461

Class J35 0-6-0

64461 64471 64497 64501 64520



Class J37 0-6-0
64542 64544 64569 64585

Class C15 4-4-2T
67462

Classes V1 & V3* 2-6-2T
67650 67675*

Total 49

Allocations: 1959 (63B)

Class 4 2-6-4T
42198 42199 42690 42693

Class 5 4-6-0
45016 45213 45359 45400
45049 45214 45389 45423
45084 45357 45396 45487

Class 3P 4-4-0
54476 54504

Class 2P 0-4-4T
55195 55222

Class 3F 0-6-0T
56232 56343 56365

Class 2F 0-6-0
57232 57243 57252 57264 57324
57233 57246 57257 57276 57339

Class 3F 0-6-0
57576 57642 57679

Class D30 4-4-0
62426 Cuddie Headrigg

Class D49 4-4-0
62714 Perthshire

Class 4 2-6-4T
80125

Total 39

Allocations: 1965 (65J)

Class 5MT 4-6-0
45016 45213 45357 45389 45423
45084 45214 45359 45396

Total 9

Stirling South closed to steam in June 1966 and its last remaining engine, Class 5MT 4-6-0 No 73154, transferred to Motherwell (66B). The depot was used for loco storage after this date. The other shed at Stirling was Shore Road (ex-NBR) which served as a sub-shed to South until 1958.

63C FORFAR

Pre-Grouping Origin: Caledonian Railway

Gazetteer Ref: 34 D4

Closed: 1964

Shed-Codes: 29D (1948 to 1949)

63C (1949 to 1958)

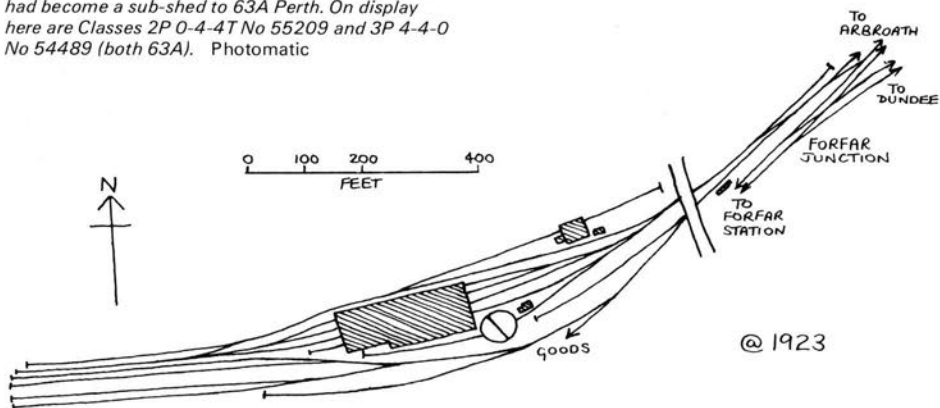
Allocations: 1950

Forfar in 1955 as viewed from the nearby roadbridge. D. B. Swale





The western end of Forfar in 1959 by which time it had become a sub-shed to 63A Perth. On display here are Classes 2P 0-4-4T No 55209 and 3P 4-4-0 No 54489 (both 63A). Photomatic



Class 5MT 2-6-0
42738 42800 42801

Class 3P 4-4-0
54450 54454 54486

Class 2P 0-4-4T			
55136	55169	55193	55200
55161	55172	55194	55214
55162	55185	55195	55230

Class 2F 0-6-0		
57324	57368	57441

Total 21

The west entrance of Forfar depot in 1953 depicting Class 4P 4-4-0 No 40939 (63C) outside. B. Hilton

Forfar lost its code in November 1958 and became sub-shed to Perth (63A) until July 1964, when upon closure, the locos moved to the latter, parent depot.



63D FORT WILLIAM



Looking north-west to Fort William shed and yard in 1960 with (left to right) 'K1', 'Black Five' and 'B1' examples nearest the camera. K. Fairey

Pre-Grouping Origin: North British Railway

Gazetteer Ref: 32 C3

Closed: 1962

Shed-Codes: 63D (1949 to 1955)

65J (1955 to 1960)

63B (1960 to 1962)

Allocations: 1950 (63D)

Class K2 2-6-0

61782 *Loch Eil*

61783 *Loch Sheil*

61787 *Loch Quoich*

61788 *Loch Rannoch*

61789 *Loch Laidon*

61790 *Loch Lomond*

61791 *Loch Laggan*

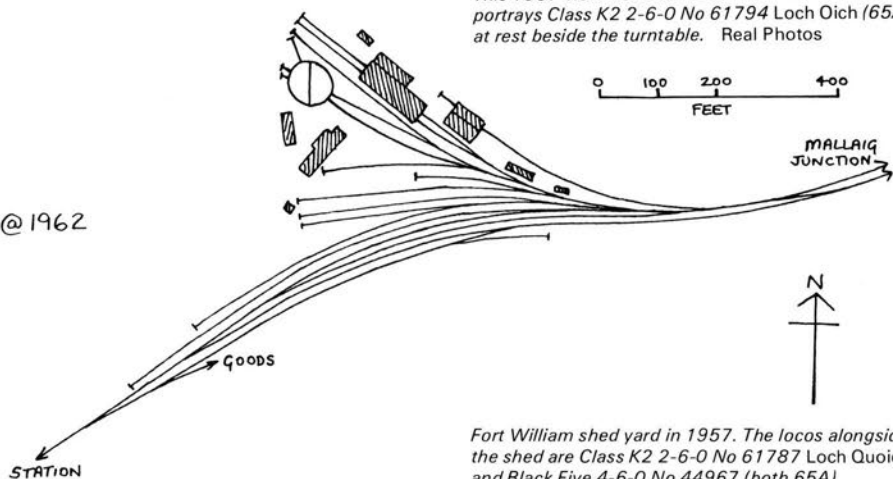
Black Five 4-6-0 No 44975 (63B) stands alone in Fort William shed in 1960. K. Fairey





This 1957 view from the rear of Fort William portrays Class K2 2-6-0 No 61794 Loch Oich (65A) at rest beside the turntable. Real Photos

@ 1962



Fort William shed yard in 1957. The locos alongside the shed are Class K2 2-6-0 No 61787 Loch Quoich and Black Five 4-6-0 No 44967 (both 65A). R. E. Vincent



Class K4 2-6-0
61995 Cameron of Locheil
61996 Lord of the Isles

Class J36 0-6-0
65237 65300 65313

Total 12

Allocations: 1959 (65J)

Class 4F 0-6-0
44255

Class 5 4-6-0
44972 44974 44976
44973 44975 44977

Class K2 2-6-0
61784
61791 Loch Laggan

Class K1 2-6-0
61997 MacCailin Mor
62011 62031 62052
62012 62034
Class J36 0-6-0
65300 65313

Total 17

Closing in December 1962 as 63B, Fort William's few steam engines transferred to North Eastern Region stock.

63E OBAN

Pre-Grouping Origin: Caledonian Railway
Gazetteer Ref: 32 F4

Closed: 1962

Shed-Codes: 31C (1948 to 1949)

63E (1949 to 1955)

63D (1955 to 1959)

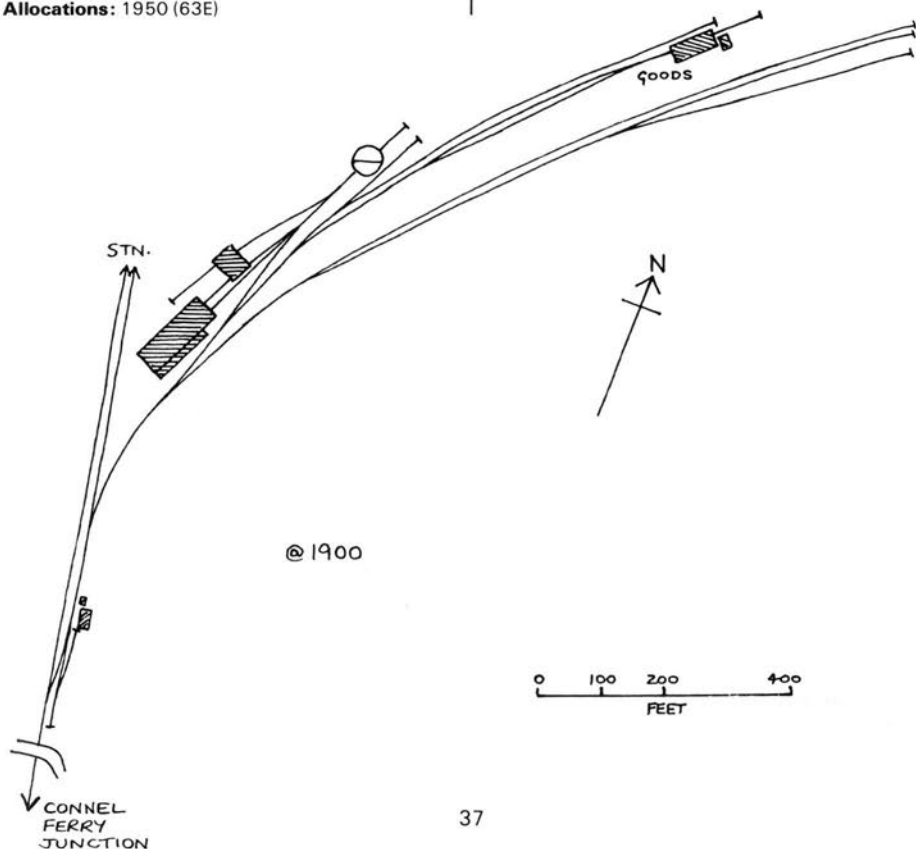
63C (1959 to 1962)

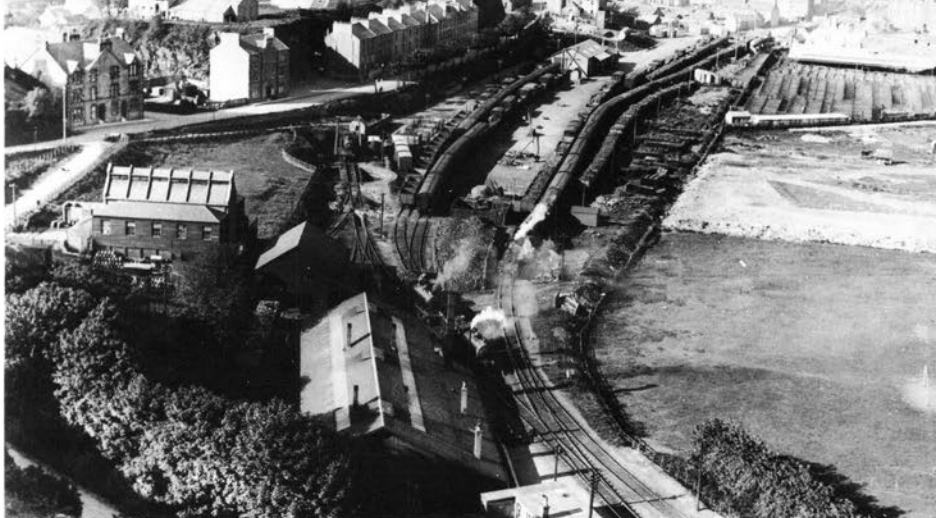
Allocations: 1950 (63E)

Class 2P 0-4-4T
55187 55196 55198 55215 55263

Class 2F 0-6-0
57254 57396

Total 7





A bird's eye view of Oban shed and goods yard in 1927. H. C. Casserley

Allocations: 1959 (63D)

Class 2P 0-4-4T

55126	55208	55215	55220	55263
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Class 3F 0-6-0

57571	57667
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Total 7

A south-westerley view of Oban in 1952 with two 'Black Fives' peering within. H. C. Casserley

At closure in July 1962, Oban's last few engines went to Perth 63A.



64A ST MARGARETS

Pre-Grouping Origin: North British Railway

Gazetteer Ref: 30 B2

Closed: 1967

Shed-Code: 64A (1949 to 1967)

Allocations: 1950

Class 5MT 4-6-0

45036	45085
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Class 2MT 2-6-0

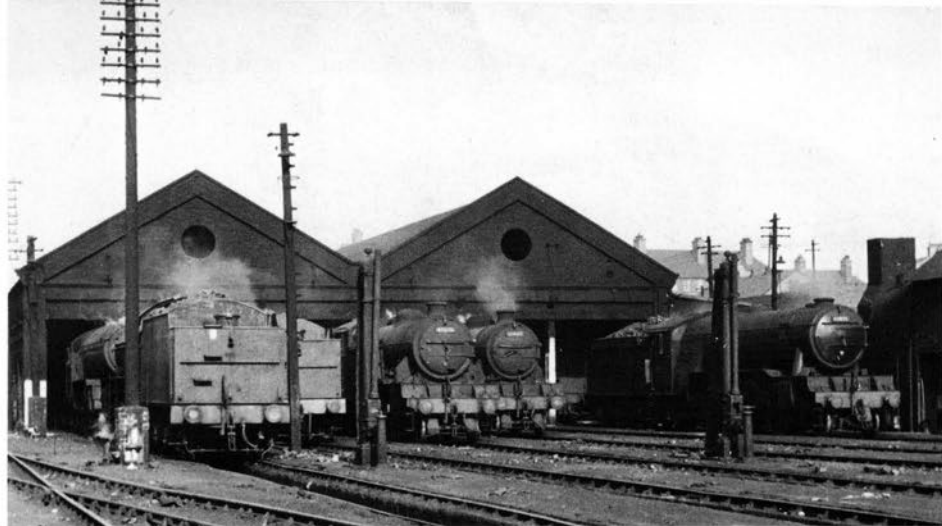
46460	46461	46462
-------	-------	-------

Class 2F 0-6-0T

47162

Class V2 2-6-2

60825	60848	60953
60836	60894	60980



St Margaret's main building in 1960 with Classes V3
2-6-2T No 67670, V1 2-6-2T No 67649 and V2
2-6-2 No 60825 (all 64A) facing the camera.
K. Fairey

Class B1 4-6-0

61002	Impala		
61061	61067		
61242	Alexander Reith Gray		
61277	61354	61356	61358
61341	61355	61357	61359

Class K3 2-6-0

61823	61879	61909	61931	61988
61855	61881	61911	61933	61990
61857	61885	61916	61955	61991
61876	61897	61924	61968	61992
61878	61900	61928	61983	

Class D30 4-4-0

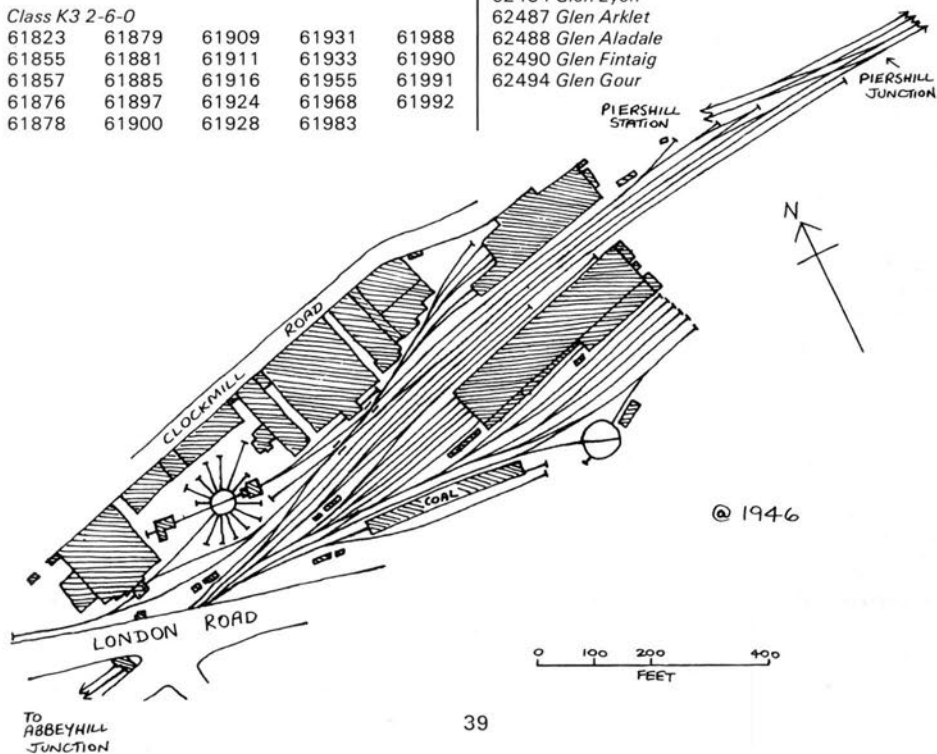
62421 Laird O' Monkbarns
62424 Claverhouse
62435 Norna

Class D32 4-4-0

62451

Class D34 4-4-0

62471 Glen Falloch
62483 Glen Garry
62484 Glen Lyon
62487 Glen Arklet
62488 Glen Aladale
62490 Glen Fintaig
62494 Glen Gour





Class A4 4-6-2 No 60027 Merlin (64A) alongside the coal stage at St Margarets in June 1965 looking rather forlorn. The diagonal stripe on the cab side was in indication that the loco was not to work on electrified lines. Merlin was withdrawn in September of the same year and the class as a whole were defunct by September 1966. K. Fairey

Class D49 4-4-0
 62702 Oxfordshire
 62711 Dumbartonshire
 62712 Morayshire
 62715 Roxburghshire
 62721 Warwickshire

<i>Class J35 0-6-0</i>				
64462	64492	64517	64524	64535
64479	64506	64518	64527	
64486	64512	64519	64532	
64489	64515	64523	64533	

<i>Class J37 0-6-0</i>				
64538	64562	64586	64606	64636
64543	64566	64594	64607	64637
64547	64572	64595	64608	
64552	64576	64599	64614	
64555	64577	64603	64624	
64557	64582	64605	64625	

<i>Class J39 0-6-0</i>			
64794	64946	64963	64986

<i>Class J36 0-6-0</i>			
65224 Mons			
65251	65286	65305	65316
65258	65288	65310	65334
65267	65292	65311	

<i>Class J24 0-6-0</i>	
65617	65623

<i>Class J38 0-6-0</i>				
65906	65914	65918	65920	65929
65912	65915	65919	65927	

<i>Class C16 4-4-2T</i>				
67492	67494	67495	67496	67497

<i>Class V1 2-6-2T</i>				
67605	67608	67624	67649	67668
67606	67609	67629	67659	67670
67607	67617	67630	67666	

Looking north-east across the turntable of the old 'tank' roundhouse at St Margarets in 1958. Left to right are Classes J88 0-6-0T No 68342 and J83 0-6-0T Nos 68472 and 68449 (all 64A). K. Fairey





Class Y9 0-4-OST

68092	68096	68099	68111	68122
68093	68097	68102	68115	
68095	68098	68105	68119	

Class J88 0-6-OT

68320	68334	68340	68348	
68325	68338	68342	68352	

Class J83 0-6-OT

68448	68450	68463	68469	68474
68449	68454	68464	68472	68477

Class J67 & J69 0-6-OT*

68492*	68511*	68562		
68505	68525	68623		

Class J50 0-6-OT

68952

Class N15 0-6-2T

69130	69141	69148	69168	69186
69133	69144	69149	69172	69219
69134	69146	69152	69173	
69140	69147	69167	69175	

Class WD 2-8-0

90038	90289	90436	90493	
90114	90291	90468	90496	
90248	90376	90469	90555	

Total 221

Allocations: 1959

Class 2 2-6-0

46461	46462			
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Class 2F 0-6-OT

47162

Class V2 2-6-2

60813	60823	60836		
60818	60825	60840		
60873	Coldstreamer			
60882	60894	60933	60958	60971
60883	60900	60937	60965	60980
60892	60931	60953	60969	

St Margaret's shed in 1947 from a westerly viewpoint. W. Potter

Class B1 4-6-0

61029 Chamois

61099	61108	61184	61191	
61246	Lord Balfour of Burleigh			
61260	61332	61351	61357	61398
61307	61341	61354	61359	
61308	61349	61356	61397	

Class K3 2-6-0

61823	61881	61924	61968	61992
61855	61885	61928	61983	
61876	61900	61931	61988	
61878	61909	61933	61990	
61879	61911	61955	61991	

Class D30 4-4-0

62421 Laird O' Monkbarms

Class D34 4-4-0

62471	Glen Falloch			
62487	Glen Arklet			
62488	Glen Aladale			

Class D49 4-4-0

62711	Dumbartonshire			
62715	Roxburghshire			
62718	Kinross-shire			

Class J35 0-6-0

64462	64483	64515	64523	64533
64479	64489	64518	64524	64535
64482	64506	64519	64532	

Class J37 0-6-0

64536	64562	64586	64601	64612
64538	64566	64590	64603	64613
64547	64572	64591	64605	64614
64552	64576	64594	64606	64624
64555	64577	64595	64607	64625
64557	64582	64599	64608	64637

Class J39 0-6-0

64795	64975			
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Class J36 0-6-0

65224	Mons			
65258	65288	65327	65329	65334

Class J38 0-6-0

65906	65915	65919	65927
65912	65916	65920	65929
65914	65918	65922	65934

Class C16 4-4-2T
67492 67497

Class V1* & V3 2-6-2T

67617	67649*	67666*	67670
67624	67659*	67668	

Class Y9 0-4-0ST
68095 68119

Class J88 0-6-0T
68320 68325 68338 68342

Class J83 0-6-0T
68448 68454 68470 68472 68477

Class J72 0-6-0T
69013 69014

Class N15 0-6-2T
69133 69144 69152 69185
69134 69146 69154 69186
69135 69149 69168 69219
69141 69150 69173 69222

Class 2 2-6-0
78048 78049

Total 175

Allocations: 1965

Class 4MT 2-6-4T
42128 42691

Class 2MT 2-6-0
46462

Class A4 4-6-2
60024 Kingfisher
60027 Merlin

Class A3 4-6-2
60041 Salmon Trout
60052 Prince Palatine
60100 Spearmint

Class V2 2-6-2
60813 60824 60846 60955
60816 60835 60931 60970

Class B1 4-6-0
61029 Chamois
61076 61099 61191
61244 Strang Steel
61324 61345 61350 61357 61397
61344 61349 61354 61396 61404

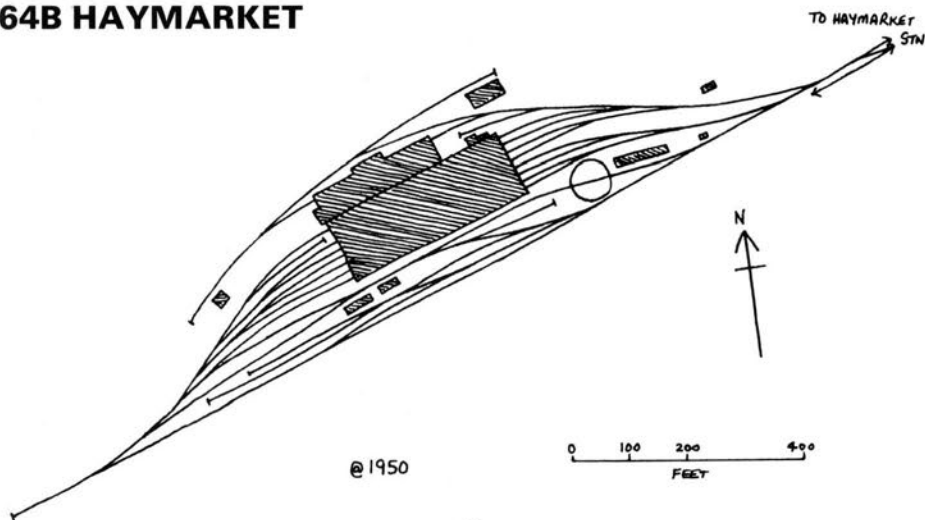
Class J36 0-6-0
65234

Class 4MT 2-6-4T
80006 80022 80054 80114
80007 80026 80055 80122

Total 40

Most of the sheds steam stock was withdrawn late in 1966, but closure came in April 1967 when the last engine, No 65234 went for scrap.

64B HAYMARKET





Pre-Grouping Origin: North British Railway
Gazetteer Ref: 30 inset
Closed: 1963
Shed-Code: 64B (1949 to 1963)
Allocations: 1950

Class A4 4-6-2

60004 William Whitelaw
 60009 Union of South Africa
 60011 Dominion of India
 60012 Commonwealth of Australia
 60024 Kingfisher
 60027 Merlin
 60031 Golden Plover

Class A3 4-6-2

60035 Windsor Lad
 60037 Hyperion
 60041 Salmon Trout
 60043 Brown Jack
 60057 Ormonde
 60087 Blenheim
 60090 Grand Parade
 60094 Colorado
 60096 Papyrus
 60097 Humorist
 60098 Spion Kop
 60099 Call Boy
 60100 Spearmint
 60101 Cicero

Class A1 4-6-2

60152 Holyrood
 60159 Bonnie Dundee
 60160 Auld Reekie
 60161 North British
 60162 Saint Johnstoun

Class A2 4-6-2

60507 Highland Chieftain
 60509 Waverley
 60510 Robert the Bruce
 60519 Honeyway
 60529 Pearl Diver
 60530 Sayajirao
 60532 Blue Peter
 60534 Irish Elegance
 60535 Hornet's Beauty
 60536 Trimbush

Class V2 2-6-2

60816	60882	60951	60972
60834	60927	60959	

The western end of Haymarket in 1952 with the following classes on parade (left to right) 4MT 2-6-0, J35 0-6-0, D11 4-4-0, D49 4-4-0, A1 4-6-2 and V2 2-6-2. J. L. Stevenson

Class B1 4-6-0

61007 Klipspringer
 61076 61081 61178
 61221 Sir Alexander Erskine-Hill
 61244 Strang Steel
 61245 Murray of Elibank

Class D29 & D30 4-4-0*

62405* The Fair Maid
 62437 Adam Woodcock

Class D11 4-4-0

62677 Edie Ochiltree
 62678 Luckie Mucklebackit
 62679 Lord Glenallan
 62683 Hobbie Elliott
 62685 Malcolm Graeme
 62690 The Lady of the Lake
 62691 Laird of Balmawhapple
 62692 Allan-Bane
 62693 Roderick Dhu
 62694 James Fitzjames

Class D49 4-4-0

62705 Lanarkshire
 62706 Forfarshire
 62709 Berwickshire
 62719 Peebles-shire
 62733 Northumberland

Class J36 0-6-0

65240
 65243 Maude

Class V1 2-6-2T

67610	67615	67620
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Class J88 0-6-0T

68328	68339
-------	-------

Class J83 0-6-0T

68457	68460	68473	68478	68481
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Class N15 0-6-2T

69169	69220
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Total 81



Allocations: 1959

Class 2P 0-4-4T
55165

Class A4 4-6-2
60004 William Whitelaw
60009 Union of South Africa
60011 Empire of India
60012 Commonwealth of Australia
60024 Kingfisher
60027 Merlin
60031 Golden Plover

Class A3 4-6-2
60035 Windsor Lad
60037 Hyperion
60041 Salmon Trout
60043 Brown Jack
60057 Ormonde
60087 Blenheim
60089 Felsted
60090 Grand Parade
60094 Colorado
60096 Papyrus
60097 Humorist
60098 Spion Kop
60099 Call Boy
60100 Spearmint
60101 Cicero

Class A1 4-6-2
60152 Holyrood
60159 Bonnie Dundee
60160 Auld Reekie
60161 North British
60162 Saint Johnstoun

Class A2 4-6-2
60507 Highland Chieftain
60509 Waverley
60510 Robert the Bruce
60519 Honeyway
60529 Pearl Diver
60530 Sayajirao
60534 Irish Elegance
60535 Hornet's Beauty
60536 Trimbush
60537 Bachelor's Button

A 1954 view of Haymarket's Eastern end.
Photomatic

Class V2 2-6-2
60816 60824 60920 60951 60959
60819 60827 60927 60957

Class B1 4-6-0
61007 Kilpspringer
61076 61081 61178 61219
61221 Sir Alexander Erskine-Hill
61244 Strang Steel
61245 Murray of Elibank

Class D11 4-4-0
62685 Malcolm Graeme
62690 The Lady of the Lake
62691 Laird of Balmawhapple
62692 Allan-Bane
62693 Roderick Dhu
62694 James Fitzjames

Class D49 4-4-0
62705 Lanarkshire
62709 Berwickshire
62719 Peebles-shire
62743 The Cleveland

Class J36 0-6-0
65235 Gough
65243 Maude

Class V1 & V3 2-6-2T*
67610* 67615 67620

Class J83 0-6-0T
68457 68481

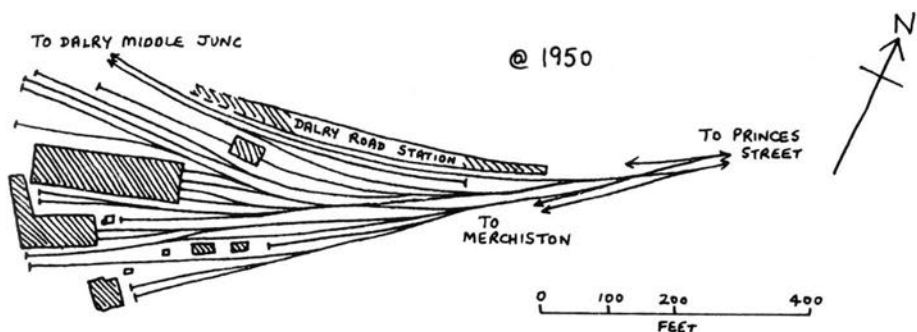
Class N15 0-6-2T
69211

Total 73

With almost three-quarters of its allocation consisting of named engines, Haymarket was the 'mecca' for spotters in the Scottish capital. Its main role was to provide and service top-link locomotives for Waverley expresses.

Steam closure came in September 1963 when the remaining engines transferred to Dalry Road (64C) and St Margarets (64A).

64C DALRY ROAD



Pre-Grouping Origin: Caledonian Railway

Gazetteer Ref: 30 inset

Closed: 1965

Shed-Codes: 28B (1948 to 1949)

64C (1949 to 1965)

Allocations: 1950

Class 4P 4-4-0

40911	41177	41178
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Class 4MT 2-6-4T

42268	42270	42272
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42269	42271	42273
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Class 5MT 2-6-0

42804	42807	42830
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Class 5MT 4-6-0

45022	45023	45029	45184	45362
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Class 2F 0-6-0T

47163

Class 3P 4-4-0

54451	54452	54478
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Class 2P 0-4-4T

55139	55166	55189	55210
-------	-------	-------	-------

55165	55177	55202	55229
-------	-------	-------	-------

Class 3F 0-6-0T

56253	56283	56312	56313
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Class 3F 0-6-0

57550	57559	57576	57654
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57553	57565	57645
-------	-------	-------

Edinburgh Dalry Road as viewed from the east in 1954. The shed had an unexpected delivery in this year, namely brand new Class 3MT 2-6-0 No 77011. It didn't stay long however as it was discovered that the loco should have been sent to Darlington! Photomatic





Two of Dalry's Class 2P 0-4-4 tanks alongside the coaler on the station side in 1947. They eventually became BR Nos 55229 and 55210 and continued to serve the depot until their withdrawal in 1961.
W. Potter

Class J37 0-6-0
64536 64591

Class J36 0-6-0
65271

Class N15 0-6-2T
69187

Allocations: 1959

Class 4 2-6-4T
42270 42272 42273

Class 6P5F 2-6-0
42807

Class 5 4-6-0
44994 45023 45036 45127 45183
45022 45030 45086 45155

Edinburgh Dalry Road yard from the South in 1962.
Locos on view are Nos 42273, 76105, 57654,
45036 and 55124. D. J. Dippie

Total 44



Class 2F 0-6-0T
47163

Class 3P 4-4-0
54478

Class 2P 0-4-4T
55202 55210 55229 55233

Class 3F 0-6-0T
56312 56313

Class 3F 0-6-0
57550 57560 57645
57559 57565 57654

Class J35 0-6-0
64497 64500 64501 64527

Class J37 0-6-0
64554 64561 64569

Class J39 0-6-0
64794 64946 64963 64986

Class N15 0-6-2T
69187

Total 39

Allocations: 1965

Class 4MT 2-6-4T
42273

Class 5MT 4-6-0
44702 45053 45162 45360 45477
44975 45127 45168 45469 45483

Class B1 4-6-0
61134
61245 *Murray of Elibank*
61307 61308 61347

Total 16

At closure in October 1965 the few remaining locos transferred to St Margarets (64A).

64D CARSTAIRS

Pre-Grouping Origin: Caledonian Railway

Gazetteer Ref: 30 D4

Closed: 1966

Shed-Codes: 28C (1948 to 1949)

64D (1949 to 1960)

66E (1960 to 1966)

Allocations: 1950 (64D)

Class 2P 4-4-0
40592

Class 4P 4-4-0
40901 40907 41136 41147
40903 41130 41145 41180

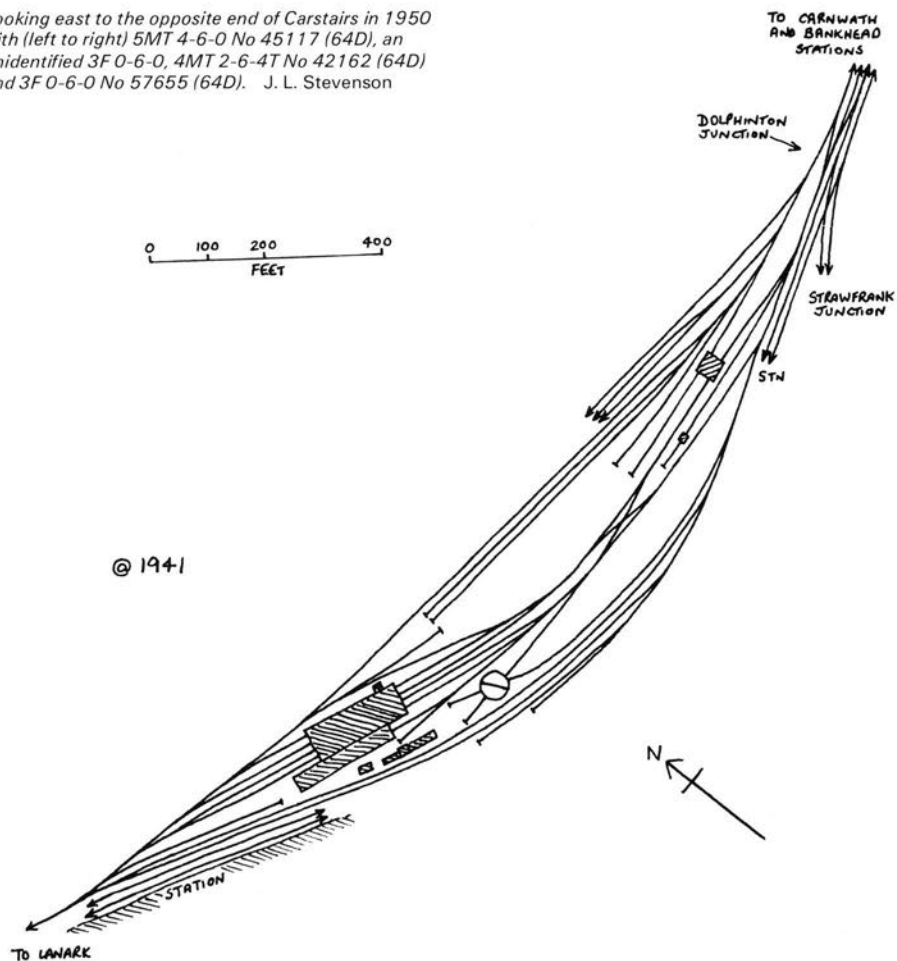
Class 4MT 2-6-4T
42162 42163 42173 42174 42217

A 1957 view of Carstairs eastern end with Class 3P 4-4-0 No 54505 (64D) in the right foreground.
J. L. Stevenson





Looking east to the opposite end of Carstairs in 1950 with (left to right) 5MT 4-6-0 No 45117 (64D), an unidentified 3F 0-6-0, 4MT 2-6-4T No 42162 (64D) and 3F 0-6-0 No 57655 (64D). J. L. Stevenson



Class 5MT 4-6-0

44700	44952	44955	45117
44701	44953	45087	45161

Class 3P 4-4-0

54438	54449	54477	54505
54446	54461	54490	

Class 2P 0-4-4T

55261

Class 2F 0-6-0

57323	57385	57438
57340	57386	57451

Class 3F 0-6-0

57583	57608	57626	57670
57603	57613	57635	57679
57604	57618	57655	

Class J36 0-6-0

65329

Class WD 2-10-0

90753	90768
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Total 50

Allocations: 1959 (64D)**Class 4 2-6-4T**

42142	42162	42173	42204	42217
42145	42163	42177	42216	

Class 5 4-6-0

44700	44952	45011	45173	45245
44701	44953	45087	45174	
44793	44955	45166	45175	

Class 3P 4-4-0

54461	54477	54490	54505
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Class 2P 0-4-4T

55261

Class 2F 0-6-0

57385	57386	57451
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Class 3F 0-6-0

57583	57608	57618	57635	57670
57604	57613	57626	57655	

Class WD 2-10-0

90753	90768
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Total 41

Allocations: 1965 (66E)**Class 4MT 2-6-4T**

42058	42125	42169	42274
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Class 5MT 4-6-0

44700	44954	45011	45309
44952	44956	45090	45478
44953	44973	45245	45492

Total 16

Carstairs lost its allocation in December 1966, all engines being withdrawn.

64E POLMONT

Pre-Grouping Origin: North British Railway**Gazette Ref:** 30 B4**Closed:** 1964**Shed-Codes:** 64E (1949 to 1960)

65K (1960 to 1964)

Allocations: 1950 (64E)**Class J35 0-6-0**

64484	64490	64502	64528
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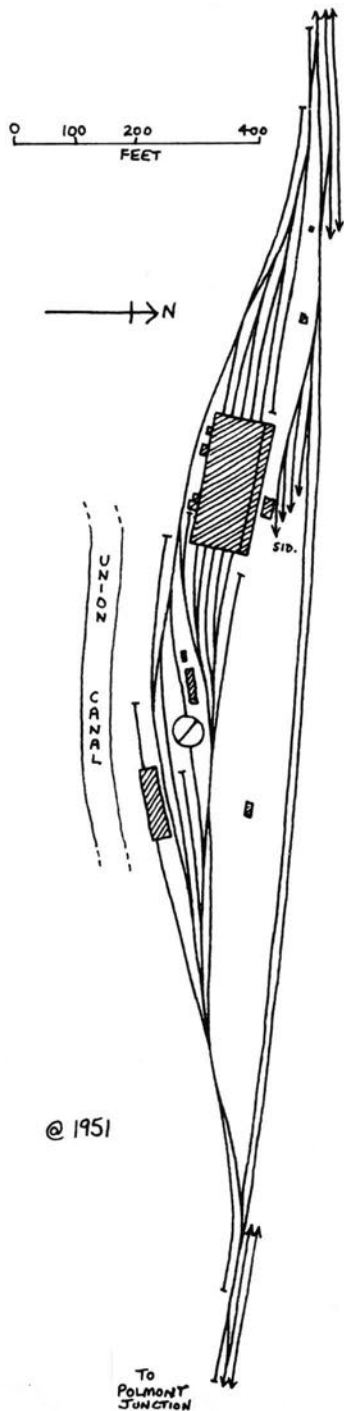
Class J37 0-6-0

64537	64553	64571	64589	64593
64551	64570	64588	64592	64613

Polmont from the west in 1956 showing three of its Class J36 0-6-0's and a solitary J35 0-6-0.

J. L. Stevenson





Class J36 0-6-0
 65222 Somme
 65233 Plumer
 65241 65244 65246 65257
 65268 Allenby
 65275 65290 65306 65338

Class J38 0-6-0
 65909 65917

Class C15 4-4-2T
 67463 67464 67468 67473

Class Y9 0-4-OST
 68104 68113

Class J88 0-6-OT
 68324 68350 68354

Class J83 0-6-OT
 68471

Class J69 0-6-OT
 68524 68533 68544

Class N15 0-6-2T
 69137 69162 69200

Total 43

Allocations: 1959 (64E)

Class J35 0-6-0
 64490 64502

Class J37 0-6-0
 64537 64551 64570 64571 64636

Class J36 0-6-0
 65222 Somme
 65233 Plumer
 65257 65280 65306
 65311 Haig
 65316

Class J38 0-6-0
 65909 65917

Class C16 4-4-2T
 67488 67494

Class Y9 0-4-OST
 68104

Class J88 0-6-OT
 68354

Class J83 0-6-OT
 68467 68471

Class J69 0-6-OT
 68524

Class N15 0-6-2T
 69137

Total 24



The shed closed in May 1964 and its remaining locos went to Grangemouth (65F).

The eastern end of Polmont in 1955 with Classes J69 0-6-0T No 68524 (left) and 4MT 2-6-0 No 43141 (both 64E). The shed possessed two of this latter class in this year, the other being No 43140. J. L. Stevenson

64F BATHGATE

Pre-Grouping Origin: North British Railway

Gazetteer Ref: 30 C4

Closed: 1966

Shed-Code: 64F (1949 to 1966)

Allocations: 1950

Class D31 4-4-0
62283

Class D30 4-4-0
62439 *Father Ambrose*

Class D34 4-4-0
62495 *Glen Luss*

Class J35 0-6-0
64468 64491 64504 64510 64529

Class J36 0-6-0

65211 65229 65231

65225 65230 65234

65235 *Gough*

65248 65265 65280 65318 65344

65250 65276 65282 65327 65346

65254 65277 65303 65341

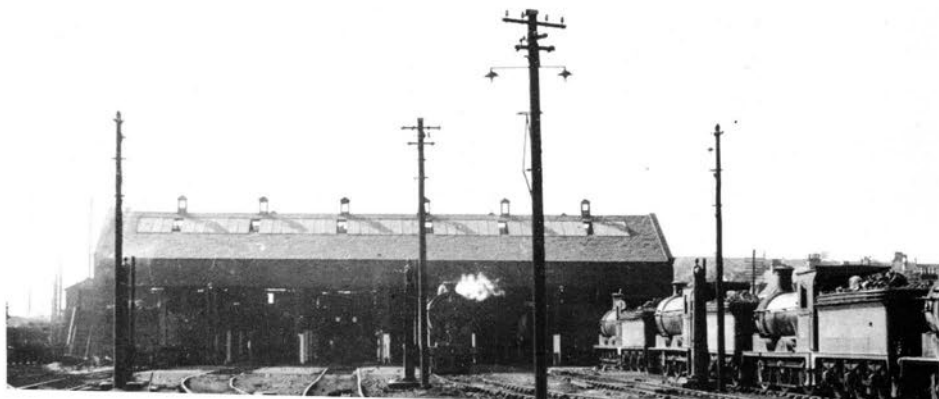
65261 65278 65314 65342

Class N15 0-6-2T

69142 69156 69158 69159 69216

Total 38

The original six road structure at Bathgate in 1950. It was reported that the depot was in a bad state of repair at this time due to subsidence. In 1954 a new four road structure was built on the same site. J. L. Stevenson





TO BATHGATE
UPPER STATION

@ 1966

WILSON ROAD A 4



TO EDINBURGH

0 100 200 400
FEET

The rebuilt four road Bathgate in 1956 with six-coupled types dominating the scene.

J. L. Stevenson

Allocations: 1959

Class 4 2-6-0
43138

Class D30 4-4-0
62439 Father Ambrose

Class D34 4-4-0
62495 Glen Luss

Class J35 0-6-0			
64468	64491	64510	64529
64484	64504	64512	

Class J37 0-6-0		
64553	64583	64634

Class J36 0-6-0				
65229	65230	65259	65261	65265
65268	Allenby			
65276	65282	65318	65342	65346
65277	65290	65341	65344	

Class N15 0-6-2T		
69156	69159	69216

Total 31

Allocations: 1965

Class J36 0-6-0		
65243	Maude	
65267	65282	65297

Class 4MT 2-6-0				
76104	76105	76106	76107	76111

Class 2MT 2-6-0			
78045	78046	78050	78052
			78054
			Total 14



Although Bathgate officially closed to steam in August 1966, the last engine was not transferred away until December the same year.

Bathgate shed in 1959 with an unidentified visiting Class V2 2-6-2 sandwiched between 0-6-0 types. Photomatic

64G HAWICK

Pre-Grouping Origin: North British Railway

Gazette Ref: 31 F1

Closed: 1966

Shed-Code: 64G (1949 to 1966)

Allocations: 1950

Class D30 4-4-0

62417 *Hal o' the Wynd*

62420 *Dominie Sampson*

62422 *Caleb Balderstone*

62423 *Dugald Dalgetty*

62425 *Ellangowan*

62428 *The Talisman*

62432 *Quentin Durward*

62440 *Wandering Willie*

Class J35 0-6-0

64463 64494 64509

Class J37 0-6-0

64539

Class J36 0-6-0

65232 65259 65317

65242 65279 65340

Class C15 4-4-2T

67457 67459 67465 67472 67477

Class Y1 0-4-0T

68138

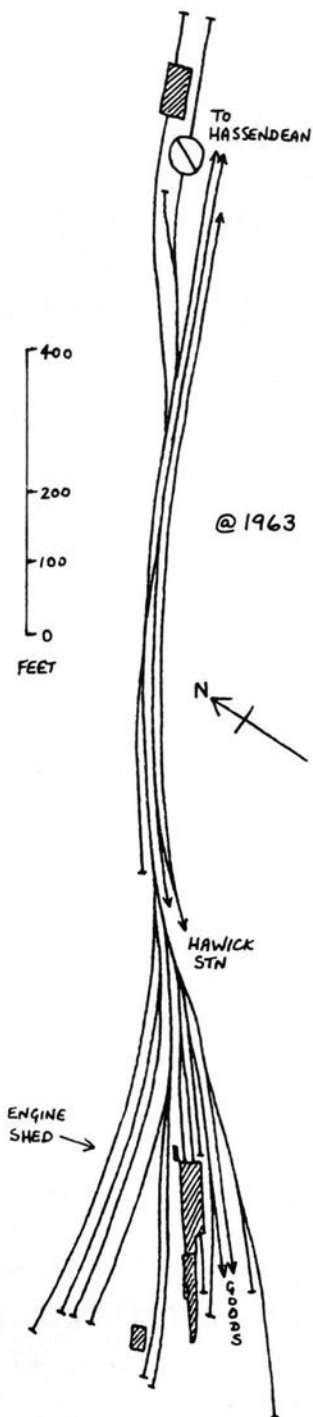
Total 24

Looking west to Hawick MPD in 1952 with a good cross section of its allocation on display. Left to right are Classes J36 0-6-0 No 65232, C15 4-4-2T

No 67477 and D30 4-4-0 No 62423 Dugald

Dalgetty. J. L. Stevenson





Allocations: 1959

Class 4 2-6-0
43141

Class D34 4-4-0
62483 *Glen Garry*
62494 *Glen Gour*

Class J35 0-6-0
64463 64494 64509

Class J37 0-6-0
64539

Class J36 0-6-0
65234 65275 65317 65331

Class C16 4-4-2T
67489

Class V3 2-6-2T
67606

Class N2 0-6-2T
69510

Class 2 2-6-0
78046 78047

Total 16

Classes D30 4-4-0 No 62432 Quentin Durward and J36 0-6-0 No 65331 (both 64G) share a road outside Hawick depot in 1953. B. K. B. Green





Allocations: 1965

Class 4MT 2-6-0
76049 76050

Class 2MT 2-6-0
78047 78049

Class 4MT 2-6-4T
80113

Total 5

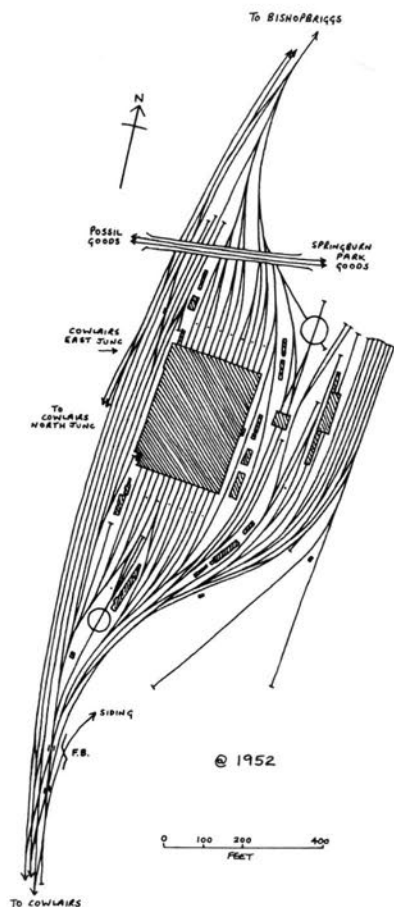
Hawick shed in 1958. B. Hilton

Hawick closed in January 1966 its remaining engines transferred to St Margarets (64A).

As will be seen from the diagram, a bad design feature of Hawick was the positioning of the turntable before the coaling plant. Thus, whenever the former was inoperative, locos could not gain access to the latter and had to be coaled in a more primitive manner.



65A EASTFIELD



Pre-Grouping Origin: North British Railway

Gazetteer Ref: 44 D4

Closed: 1966

Shed-Code: 65A (1949 to 1966)

Allocations: 1950

Class 5MT 4-6-0

45010

Class B1 4-6-0

61064 61117 61180

61116 61172 61197

61243 *Sir Harold Mitchell*

61260 61261 61340 61342 61344

Class V4 2-6-2

61700 *Bantam Cock*

61701

Class K2 2-6-0

61764 *Loch Arkaig*

61774 *Loch Garry*

61775 *Loch Treig*

61776 61779

61781 *Loch Morar*

61784 61785 61786 61792 61793

61794 *Loch Oich*

Classes K1 & K4 2-6-0*

61993 *Loch Long*

61994 *The Great Marquess*

61997* *MacCaillin Mor*

61998 *MacLeod of MacLeod*

Class D33 4-4-0

62460 62462

A general view of the southern approaches to Eastfield in 1954 as seen from the footbridge which gave access. Photomatic





Class D34 4-4-0

62469 Glen Douglas
62470 Glen Roy
62472 Glen Nevis
62474 Glen Croe
62477 Glen Dochart
62479 Glen Sheil
62480 Glen Fruin
62482 Glen Mamie
62489 Glen Dessary
62493 Glen Gloy
62496 Glen Loy
62497 Glen Mallie
62498 Glen Moidart

Class D11 4-4-0

62671 Bailie MacWheeble
62672 Baron of Bradwardine
62673 Evan Dhu
62674 Flora MacIvor
62675 Colonel Gardiner
62676 Jonathan Oldbuck
62680 Lucy Ashton
62681 Captain Craiggelt
62682 Haytoun of Bucklaw
62684 Wizard of the Moor
62686 The Fiery Cross
62687 Lord James of Douglas
62688 Ellen Douglas
62689 Maid of Lorn

Class J37 0-6-0

64540	64579	64601	64628	64639
64541	64580	64611	64632	
64558	64581	64622	64633	
64578	64583	64623	64638	

Class J36 0-6-0

65221	65270	65296
65228	65273	65308

A 1955 view from the north with the following Eastfield locos facing (left to right) Classes B1 4-6-0 No 61117, D34 4-4-0 No 62496 Glen Loy, N15 0-6-2T No 69163 and J36 0-6-0 No 65221. D. B. Swale

Class C15 4-4-2T

67456	67460	67467
-------	-------	-------

Class C16 4-4-2T

67482	67485	67488	67500	67501
-------	-------	-------	-------	-------

Class V1 2-6-2T

67600	67603	67644
67602	67618	67680

Class Y9 0-4-0ST

68103	68109	68118	68124
-------	-------	-------	-------

Class J88 0-6-0T

68326	68330	68336	68349
68327	68333	68347	

Class J83 0-6-0T

68447	68475	68479
68468	68476	68480

Class J69 0-6-0T

68551	68552
-------	-------

Class J72 0-6-0T

68709	69733
-------	-------

Class J50 0-6-0T

68953	68955	68957
68954	68956	68958

Class N14 0-6-2T

69120	69124
-------	-------

Class N15 0-6-2T

69126	69165	69178	69183	69203
69127	69166	69179	69184	69205
69131	69170	69180	69188	69208
69138	69176	69181	69189	69222
69163	69177	69182	69191	

Class Q1 0-8-0T

69925	69927			
-------	-------	--	--	--

Class WD 2-8-0

90020	90174	90222	90313	
90147	90192	90265	90441	
90149	90193	90298	90545	

*Total 164***Allocations: 1959***Class 4 2-6-0*

43135	43136	43137		
-------	-------	-------	--	--

Class 5 4-6-0

44702	44787	44956	44967	44970
44707	44908	44957	44968	44996

Class B1 4-6-0

61140	61197			
61243	<i>Sir Harold Mitchell</i>			
61261	61340	61342	61355	61396

Class K2 2-6-0

61764	<i>Loch Arkaig</i>			
61785	61786			
61787	<i>Loch Quoich</i>			
61788	<i>Loch Rannoch</i>			
61789	<i>Loch Laidon</i>			
61794	<i>Loch Oich</i>			

Class K4 2-6-0

61993	<i>Loch Long</i>			
61994	<i>The Great Marquess</i>			
61995	<i>Cameron of Lochiel</i>			
61996	<i>Lord of the Isles</i>			
61998	<i>MacLeod of MacLeod</i>			

Class D34 4-4-0

62472	<i>Glen Nevis</i>			
62474	<i>Glen Croe</i>			
62477	<i>Glen Dochart</i>			
62496	<i>Glen Loy</i>			

Class D11 4-4-0

62671	<i>Bailie MacWheeble</i>			
62672	<i>Baron of Bradwardine</i>			
62673	<i>Evan Dhu</i>			
62674	<i>Flora MacIvor</i>			
62675	<i>Colonel Gardiner</i>			
62676	<i>Jonathan Oldbuck</i>			
62680	<i>Lucy Ashton</i>			
62681	<i>Captain Craigengelt</i>			
62682	<i>Haystoun of Bucklaw</i>			
62684	<i>Wizard of the Moor</i>			
62686	<i>The Fiery Cross</i>			
62687	<i>Lord James of Douglas</i>			
62689	<i>Maid of Lorn</i>			

Class J37 0-6-0

64540	64558	64581	64623	64638
64541	64578	64611	64632	64639
64548	64580	64622	64633	

Class J36 0-6-0 No 65228 guards the southern entrance to No 14 road at Eastfield in 1958.
K. Fairey



Class J36 0-6-0
65228 65296 65315

Class C15 4-4-2T
67460 67474

Class C16 4-4-2T
67485

Classes V1 & V3 2-6-2T*
67600* 67603 67664 67671
67602 67644* 67667* 67680

Class J88 0-6-0T
68345 68352

Class J83 0-6-0T
68447 68468 68479

Class J50 0-6-0T
68952 68954 68955 68956 68957

Class N15 0-6-2T
69131 69171 69181 69188 69212
69163 69178 69182 69191 69214
69170 69179 69183 69197 69218

Class 5 4-6-0
73077 73078 73105 73108 73109

Class 4 2-6-0
76074

Class WD 2-8-0
90049 90489

Total 111

Allocations: 1965

Class B1 4-6-0
61008 *Kudu*
61116 61140 61342

Class 5MT 4-6-0
73078 73108

Total 6

Eastfield's last engines went to 66B Motherwell in November 1966.

65B ST ROLLOX

Pre-Grouping Origin: Caledonian Railway

Gazetteer Ref: 44 D4

Closed: 1966

Shed-Codes: 31A (1948 to 1949)

65B (1949 to 1966)

Allocations: 1950

Class 4P 4-4-0
40918 41126 41128

Class 5MT 2-6-0
42746

Class 4F 0-6-0
43848 44234 44256
43849 44255 44281

Class 5MT 4-6-0

44702 44881 44957 44996
44703 44922 44967 45115
44786 44923 44970 45116
44880 44956 44995 45153

45154 *Lanarkshire Yeomanry*
45155

45156 *Ayrshire Yeomanry*

45157 *The Glasgow Highlander*

45158 *Glasgow Yeomanry*

45159 45355 45443 45480 45499
45177 45356 45468 45481
45178 45423 45471 45482

Class 3P 4-4-0
54474 54475

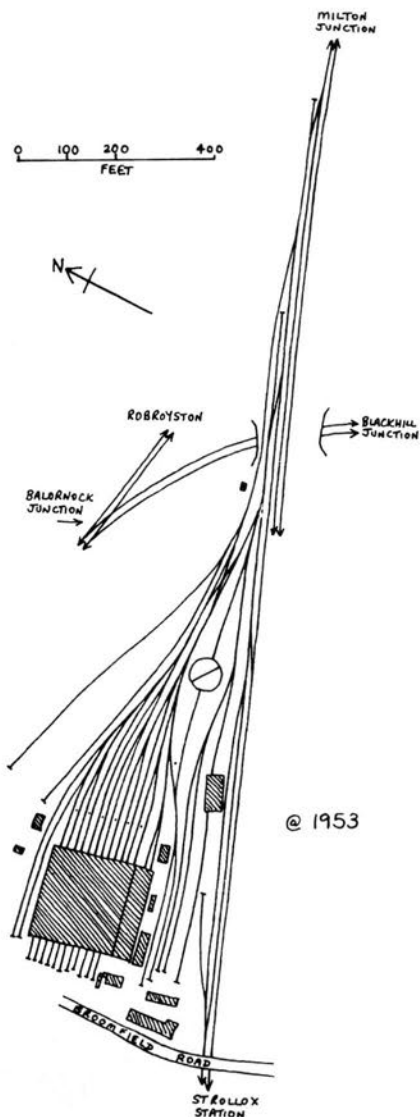
Class 2P 0-4-2T
55121 55204

Looking west to St Rollox shed in 1949. A. G. Ellis





St Rollox shed roof was renewed in BR days as will be seen in this 1960 view of the depot. K. Fairey



Class 2F 0-6-0T
56151

Class 3F 0-6-0T		
56233	56289	56330
56252	56310	56370

Class 2F 0-6-0				
57240	57261	57318	57411	57454
57251	57269	57350	57434	57455
57253	57311	57352	57453	57457

Class 3F 0-6-0		
57554	57558	57631
57557	57617	57686

Total 76

Allocations: 1959

Class 4 2-6-4T	
42206	42207

Class 4 2-6-0	
43140	

Class 4F 0-6-0	
44194	44199

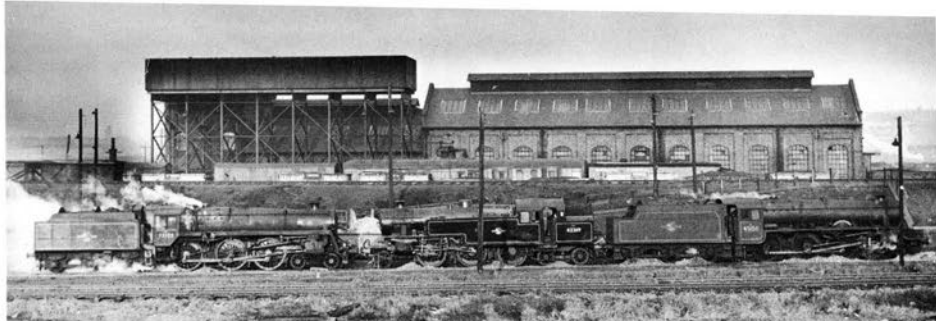
Class 5 4-6-0				
44677	44880	44922	45115	45153
44786	44881	44923	45119	
45157 The Glasgow Highlander				
45158 Glasgow Yeomanry				
45159	45355	45443	45482	
45177	45356	45468	45499	
45178	45358	45471		

Class 3P 4-4-0			
54474	54475	54483	54501

Class 2F 0-6-0T	
56151	56169

Class 3F 0-6-0T	
56289	56370

Class 2F 0-6-0			
57240	57258	57311	57411
57251	57261	57350	57426
57253	57269	57373	57434



Looking north across the running lines toward St Rollox shed in 1963, with a line of locos occupying the coaling road. Left to right are Classes 5MT 4-6-0 No 73152 (65B), 4MT 2-6-4T No 42269 (65A) and 5MT 4-6-0 No 45158 Glasgow Yeomanry (65B). S. Rickard

Class 3F 0-6-0
57557 57558 57617 57631 57686

Class D11 4-4-0
62688 Ellen Douglas

Class J88 0-6-0T
68349

Class 5 4-6-0
73145 73147 73149 73151 73153
73146 73148 73150 73152 73154

Class 4 2-6-0
76102 76103 76113 76114

Total 68

Allocations: 1965

Class 5MT 4-6-0
44718 45499

Class A4 4-6-2
60031 Golden Plover

Class 5MT 4-6-0
73145 73147 73149 73151 73153
73146 73148 73150 73152 73154
Total 13

An interesting feature of the 1950 figures is the allocation of all four named 'Black Fives'. St Rollox (formerly called Balornock) closed to steam in November 1966 when the last few locos transferred to 65J Stirling.

65C PARKHEAD

Pre-Grouping Origin: North British Railway

Gazetteer Ref: 44 D3

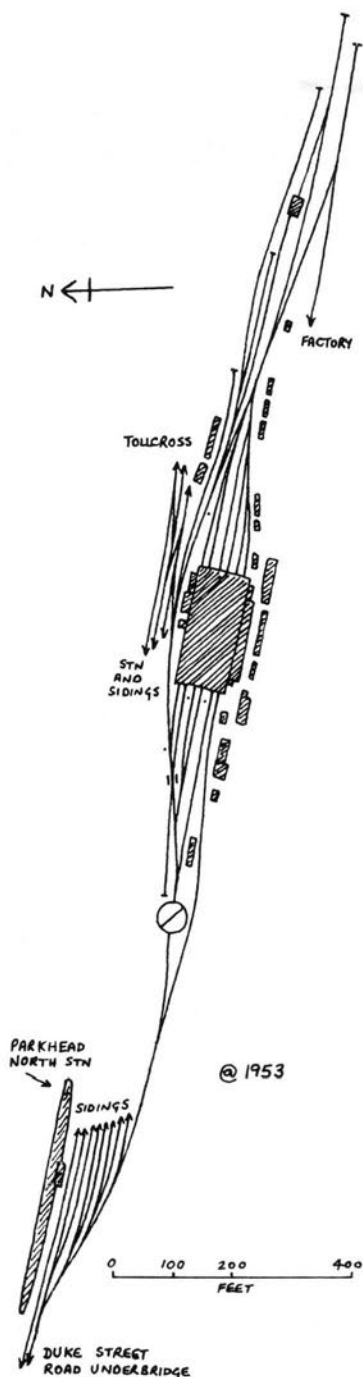
Closed: 1965 (see footnote)

Shed-Code: 65C (1949 to 1965)

Allocations: 1950

The western end of Parkhead depot in 1948 showing the original roof. J. L. Stevenson





Class 5MT 4-6-0
44791

Class K2 2-6-0
61772 *Loch Lochy*

<i>Class J37 0-6-0</i>			
64548	64563	64584	64610
64559	64573	64609	64621

<i>Class J36 0-6-0</i>			
65274	65283	65298	65324
			65335

<i>Class C15 4-4-2T</i>			
67454	67470	67479	67480

Class C16 4-4-2T
67487

<i>Class V1 2-6-2T</i>				
67604	67621	67628	67655	67678
67611	67622	67633	67661	67681
67612	67623	67643	67662	
67619	67626	67648	67676	

Class J69 0-6-0T
68503 68567

<i>Class N15 0-6-2T</i>				
69143	69171	69195	69210	69217
69151	69190	69198	69212	
69157	69193	69199	69213	
69161	69194	69209	69214	

<i>Class N2 0-6-2T</i>				
69500	69510	69514	69562	69565
69507	69511	69553	69564	69595

Total 68

Allocations: 1959

<i>Class B1 4-6-0</i>			
61067	61117	61333	61344
			61404

Class K2 2-6-0
61769
61772 *Loch Lochy*

<i>Class J35 0-6-0</i>		
64461	64514	64520

<i>Class J37 0-6-0</i>		
64559	64573	64609
64563	64584	64621
		64626

<i>Class J36 0-6-0</i>	
65211	65273
	65295

<i>Class C16 4-4-2T</i>	
67482	67487
	67500



Parkhead's eastern entrance in 1961 with rebuilt roof in evidence. The Ivatt Class 4 2-6-0 facing is No 43136 and was one of five allocated to the depot at this time. Real Photos

Classes V1 & V3 2-6-2T*

67607*	67623	67643*	67662*	67681*
67608	67626*	67648*	67675*	
67611*	67629	67650*	67676	
67612*	67630	67655	67678*	
67621	67633	67661	67679*	

Class J72 0-6-0T
69015

Class N15 0-6-2T

69161	69166	69194	69199	69213
69165	69190	69198	69209	

Class N2 0-6-2T

69507	69508	69509	69563
-------	-------	-------	-------

Total 58

Allocations: 1965

Ex-GNSR 4-4-0
49 Gordon Highlander

Ex-HR 4-6-0
103

Ex-CR 4-2-2
123

Ex-NBR 4-4-0
256 Glen Douglas

Total 4

Parkhead's regular allocation was gradually reduced in 1962 until the last few locos transferred to 65A Eastfield and 65F Grangemouth in January 1963. The shed was then considered a sub of Eastfield and continued with engines on loan. In October 1964 the four preserved engines (Nos 49, 103, 123 and 256) from ex-Scottish companies were allocated to Parkhead and were utilised on 'specials' throughout the Region. Final closure came in October 1965 and the veterans were moved to Kipps (65E).

65D DAWSHOLM

Pre-Grouping Origin: Caledonian Railway
Gazette Ref: 29 C5

Closed: 1964

Shed-Codes: 31E (1948 to 1949)
65D (1949 to 1964)

Allocations: 1950

Class 3MT 2-6-2T

40152	40158	40185	40188
40153	40176	40186	40189
40154	40177	40187	

Class 2P 0-4-4T
55168

Class 0F 0-4-0ST
56029

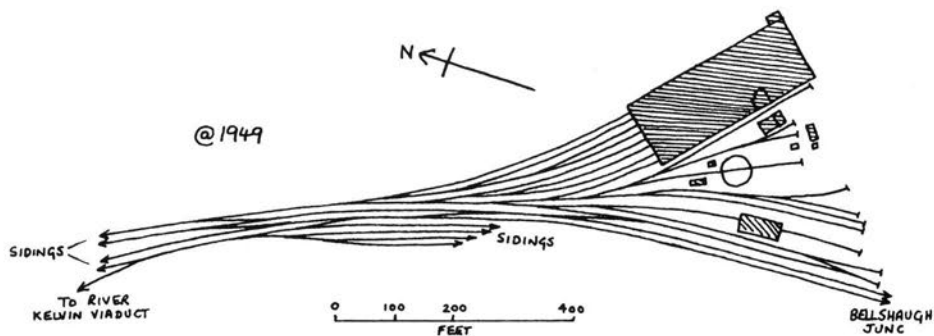
Class 2F 0-6-0T
56169 56171

Class 3F 0-6-0T
56302 56344

<i>Class 2F 0-6-0</i>				
57245	57306	57341	57394	57470
57258	57314	57346	57426	57472
57273	57322	57372	57429	
57296	57336	57373	57456	



Dawsholm shed in 1948 depicting the remains of the original roof. The light from within would suggest the virtual non-existence of cover beyond the entrance. The depot was rebuilt in 1949. J. L. Stevenson



Class 3F 0-6-0
57592 57605 57607 57612 57652

Class WD 2-8-0
90440 90549

Total 42

Allocations: 1959

Class 3 2-6-2T
40152 40158 40177 40188
40153 40159 40186 40189
40154 40176 40187 40200

Class 4 2-6-4T
42694

Class OF 0-4-OST
56029

A 1958 view of the rebuilt Dawsholm with WD 2-8-0s dominating the scene. Real Photos



Class 2F 0-6-0T
56171

Class 3F 0-6-0T
56336

Class 2F 0-6-0
57245 57296 57336 57429 57472
57273 57314 57341 57470

Class 3F 0-6-0
57554 57605 57612
57592 57607 57652

Class Y9 0-4-0ST
68114

Class J88 0-6-0T
68344

Class N15 0-6-2T
69126 69177 69205 69217
69176 69184 69208

Class N2 0-6-2T
69511 69553

Class 4 2-6-0
76100 76101

Class WD 2-8-0
90114 90193 90436 90440 90493

Total 49

At closure in October 1964 the bulk of the remaining engines went to 65F Grangemouth and 66A Polmadie. Dawsholm played host to the four ex-Scottish preserved engines (see 65C) prior to their transfer to Parkhead.

65E KIPPS

Pre-Grouping Origin: NBR
Gazette Ref: 30 C5
Closed: 1963
Shed-Code: 65E (1949 to 1963)
Allocations: 1950

Class J35 0-6-0
64460 64472 64498 64531
64470 64473 64507 64534

Kipps from the east in 1961. The locos either side of the water tank are Classes V1 2-6-2T No 67623 of 67B (left) and J36 0-6-0 No 65216 Byng (65E). These latter locos, where named, usually had the name painted on the side of the middle splasher, although occasionally this adornment was omitted by paint-shop staff. Real Photos

Class J36 0-6-0
65210 65214
65217 French
65226 Haig*
65236 Horne
65238 65249 65260 65266 65287
65245 65255 65264 65285 65325

*This loco was withdrawn in April 1951 and 65311 of the same class had acquired the name *Haig* by 1955.

Class C15 4-4-2T
67475

Class V1 2-6-2T
67627 67660 67665 67674





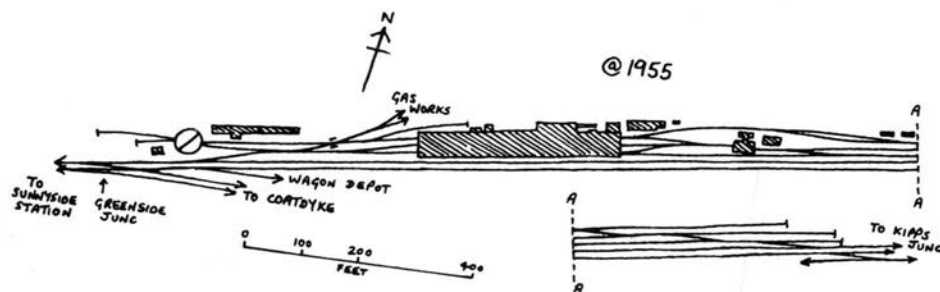
Class Y9 0-4-OST No 68114 (65E) at the western end of Kipps in 1960 whilst sporting a wooden tender (see 65E notes). W. Potter

Class Y9 0-4-OST			
68094	68116		
68106	68117	68120	
		68121	
Class J88 0-6-OT			
68329	68331		
		68343	68344
Class J83 0-6-OT			
68442	68443		
		68444	68445
Class N15 0-6-2T			
69145	69196		
		69206	69207
Class N2 0-6-2T			
69503	69509		
69508	69518	69563	
		69596	

Total 53

Allocations: 1959

Class 4 2-6-0			
43132	43133		43134
Class 2F 0-6-OT			
56172			
Class J35 0-6-0			
64460	64472		
64470	64473	64498	64531
		64507	64534
Class J37 0-6-0			
64574	64579		
		64628	
Class J36 0-6-0			
65210	65214		
65217	French		
65249	65266		
65260	65285	65287	65343
		65325	





Classes V1 and V3 2-6-2T*

67605	67618	67660	67674
67609	67627	67665*	

Class Y9 0-4-0ST

68100*	68108*	68110	68117*	68123
--------	--------	-------	--------	-------

Those locos marked * were known to have operated with makeshift wooden tenders (see photograph).

Class J88 0-6-0T

68336	68343
-------	-------

Class J83 0-6-0T

68442	68443	68444	68445
-------	-------	-------	-------

Class J72 0-6-0T

68709	68733
-------	-------

The Western end of Kipps shed in 1958 with Classes J36 0-6-0 No 65214 and J83 0-6-0T No 68444 (both 65E). Photomatic

Class N15 0-6-2T

69145	69196	69206	69207
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Class N2 0-6-2T

69518	69596
-------	-------

Total 51

Whilst the bulk of Kipps' allocation went for scrap in December 1962, the last two engines (Nos 64593 & 65325), went to 65F Grangemouth and 65B St Rollox respectively in January 1963. The depot acted as a storage site for a number of years after closure.

65F GRANGEMOUTH

Pre-Grouping Origin: Caledonian Railway

Gazetteer Ref: 30 B4

Closed: 1965

Shed-Codes: 31D (1948 to 1949)

65F (1949 to 1965)

Allocations: 1950

Class 5MT 2-6-0

42736	42737
-------	-------

Class 4F 0-6-0

43883	44320
-------	-------

Class 3P 4-4-0

54483

Class 2P 0-4-4T

55119	55238
-------	-------

Class 2F 0-6-0T

56152	56164
-------	-------

Class 3F 0-6-0T

56230	56267	56300	56375
56243	56275	56336	56376



Grangemouth shed and coal stage in 1952.
A. G. Ellis

Class 2F 0-6-0

57265	57287	57338
57285	57334	57366

Class 3F 0-6-0

57667	57689	57691
-------	-------	-------

Class WD 2-8-0

90134	90219	90236	90536	90616
-------	-------	-------	-------	-------

Class WD 2-10-0

90755	90757	90759	90765
-------	-------	-------	-------

Total 35

Allocations: 1959

Class 6P5F 2-6-0

42736	42737	42780	42802	42803
-------	-------	-------	-------	-------

Class 4F 0-6-0

44234	44320
-------	-------

Class 2P 0-4-4T

55204	55214	55238
-------	-------	-------

Class 3F 0-6-0T

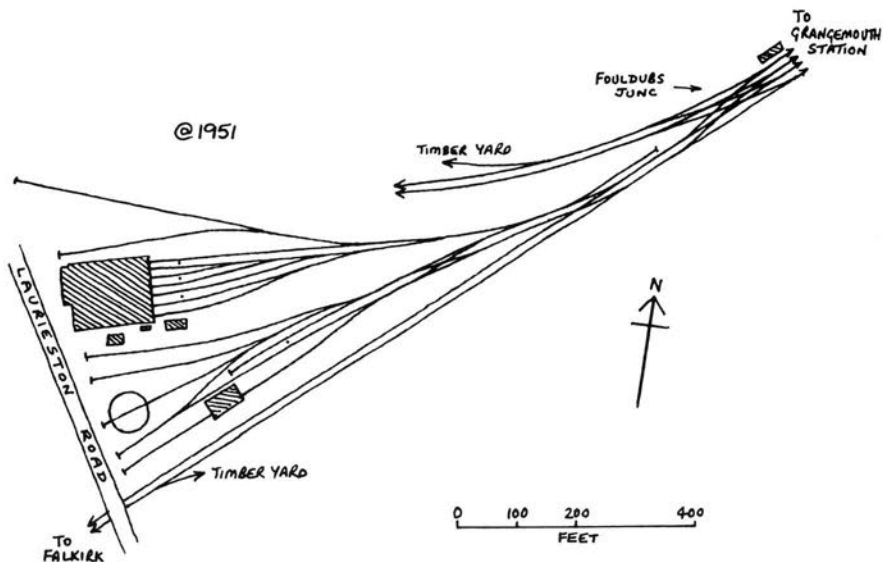
56376

Class 2F 0-6-0

57265	57285	57287	57338	57366
-------	-------	-------	-------	-------

Class 3F 0-6-0

57691





Class J37 0-6-0
64588 64589 64592 64593

Class J36 0-6-0
65241 65246

Class J88 0-6-0T
68326

Class WD 2-10-0
90755 90759 90766
90757 90765 90769
90773 North British
90774

Total 32

Allocations: 1965

Class 5MT 4-6-0
44788 45177 45319 45443
44970 45192 45362 45488

Class 2MT 2-6-0
46460 46468

A westerly view of Grangemouth in 1954 with class 2P 0-4-4T No 55238 (65F) on the left and Classes 4F, 3F and 2F 0-6-0 respectively, sharing the right hand road. Photomatic

Class J37 0-6-0
64580 64592 64610 64621

Class 5MT 4-6-0
73007 73105

Class 4MT 2-6-0
76045 76100 76102 76113
76046 76101 76103

Class 3MT 2-6-0
77006 77009

Class WD 2-8-0
90199 90489 90553 90560 90600
Total 30

The bulk of Grangemouth's allocation was shared between six other depots in October 1965, but the last five engines transferred to 62C Dunfermline a month later.

65G YOKER

Pre-Grouping Origin: Caledonian Railway

Gazetteer Ref: 29 C4

Closed: 1961

Shed-Code: 65G (1949 to 1961)

The turntable and coaling stage at Yoker a month before closure in 1961. The shed is visible beyond the coaler. J. L. Stevenson

Allocations: 1950

Class OF 0-4-0ST
56030 56039

Class 2F 0-6-0T
56158 56161 56168 56170





Yoker MPD in 1958 with its solitary Class 2F 0-6-0
No 57259 at rest outside. Photomatic

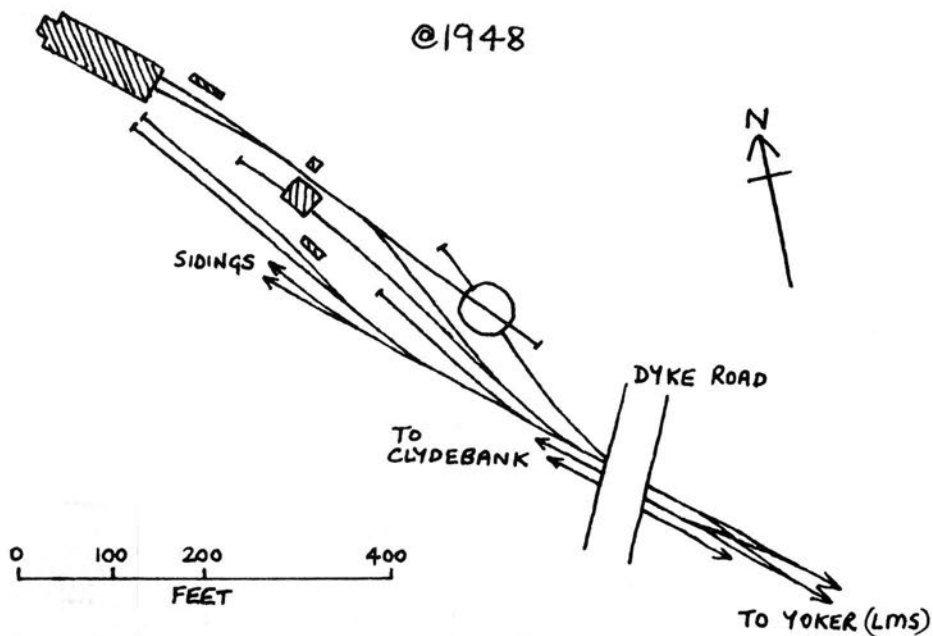
Class 2F 0-6-0
57259

Class 3F 0-6-0T

56238 56250 56297 56315 56339

Class Y9 0-4-OST
68112

Total 13





Allocations: 1959

Class 0F 0-4-OST
56039

Class 2F 0-6-OT
56168

A pair of Class 3F 0-6-0Ts Nos 56250 (65G) and 56344 (65D) outside Yoker in 1952.
H. C. Casserley

Class 2F 0-6-0
57259

Total 3

Upon closure in March 1961 the locos were transferred to 65D Dawsholm.

65H HELENSBURGH

Pre-Grouping Origin: NBR

Gazetteer Ref: 29 B3

Closed: 1962

Shed Code: 65H (1949 to 1962)

Helensburgh shed in 1960 with Class V1 2-6-2T No 67602 (65A) outside. J. L. Stevenson





Allocations: 1950

Class V1 2-6-2T

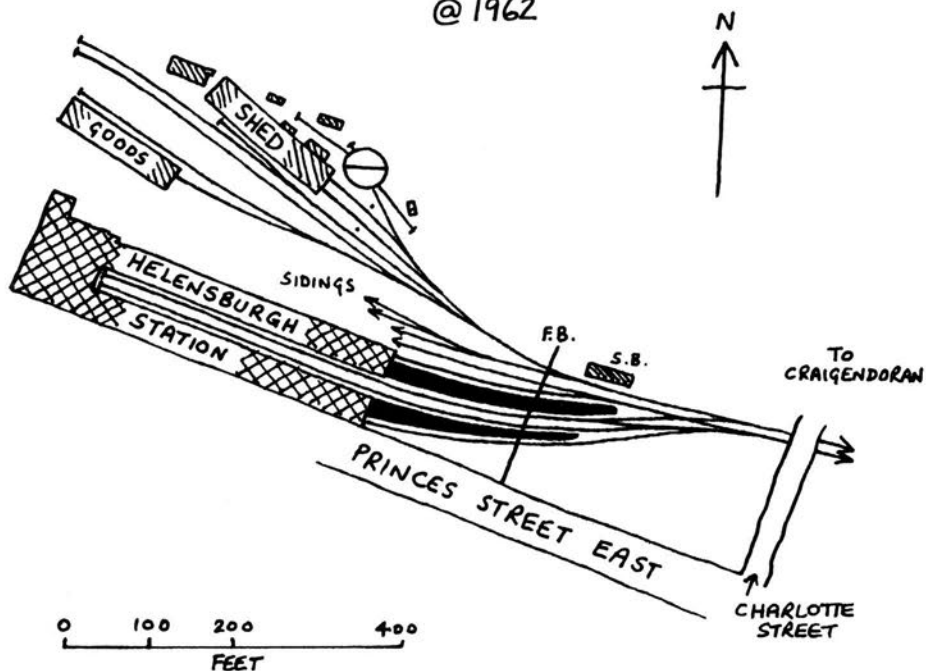
67613 67616 67631

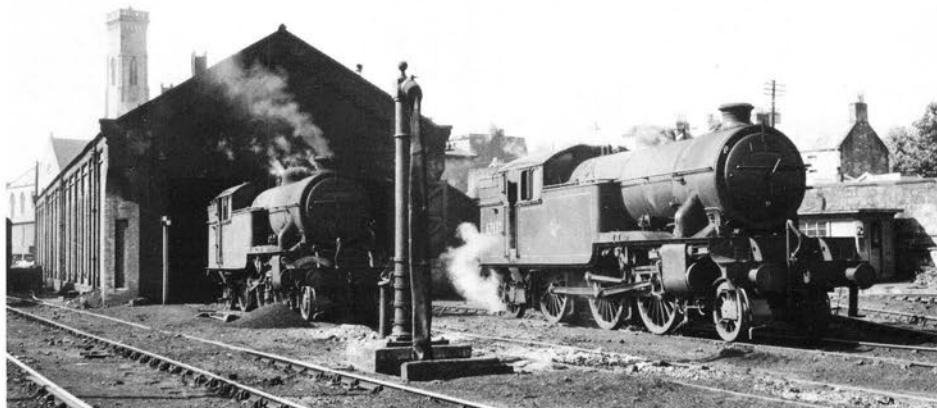
67614 67625 67632

Total 6

This 1954 view of Helensburgh shows (left to right) Classes V1 2-6-2T No 67613 (65H) and V3 2-6-2T No 67679 (65C) awaiting their duties. The former loco is bearing a '65C' shed plate thus illustrating the comment in the 65H notes. Real Photos

@ 1962





Two Class V3 2-6-2Ts Nos 67604 and 67632 (both 65H) await their next turns of duty outside Helensburgh shed in 1959. Note that the engine on the left is displaying a 'Bridgeton Central' destination sign over one of its buffers. K. R. Pirt

Allocations: 1959

Class J37 0-6-0
64610

Class J36 0-6-0
65335

Classes V1 and V3* 2-6-2T

67604*	67614*	67619*	67625*	67631
67613	67616	67622	67628*	67632*

Total 12

The 1950 allocation is somewhat misleading as the depot also operated a number of 65C listed locos 'on loan' during that period. This situation was a product of Helensburgh's one-time existence as a sub-shed to 65C Parkhead. This parental control was never really shrugged, as it was reported in the late 1950s that many engines officially allocated to 65H were displaying 65C shed-plates. (See 1954 photograph.)

Ear-marked for closure in November 1960 as a result of the electrification of the area, Helensburgh enjoyed a stay of execution because of teething troubles with the change-over. It finally closed in December 1962 when the last loco departed for 65F Grangemouth. The shed was reported as being roofless in May 1961.

65I BALLOCH

Pre-Grouping Origin: NBR

Gazetteer Ref: 29 B3

Closed: 1961

Shed-Codes: 65J (1949 to 1950)

65I (1950 to 1961)

Allocations: 1950 (65I)

Class J36 0-6-0

65227	65315	65339
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Class V1 2-6-2T

67601

Total 4

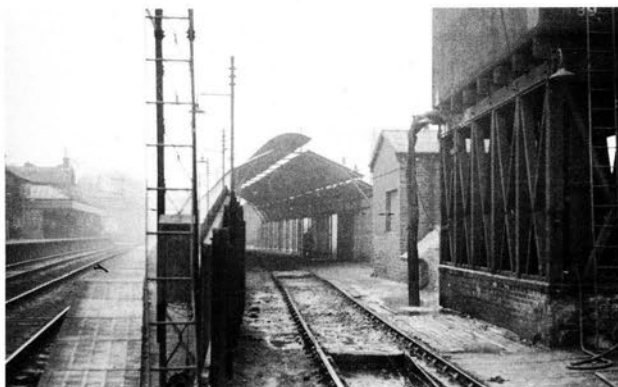
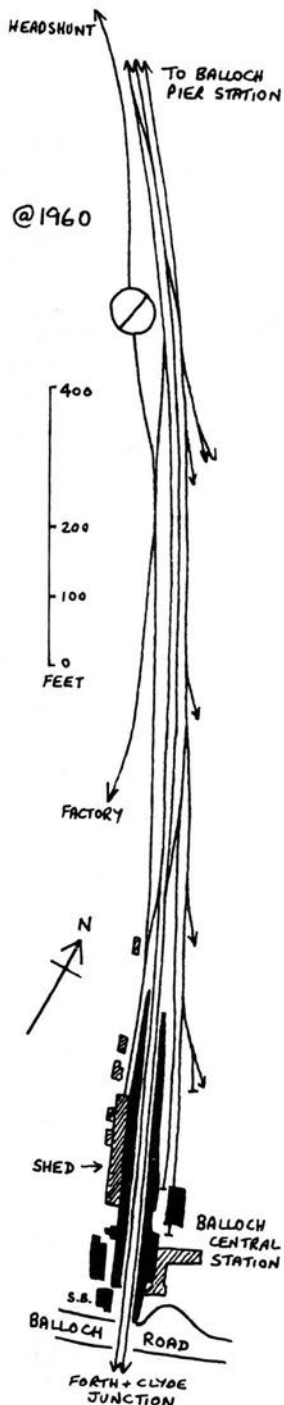
Allocations: 1959

Class J36 0-6-0
65339

Class V1 2-6-2T
67601

Total 2

As with Helensburgh, Balloch shed was due to close in November 1960 because of the electrification programme, and in fact, did so for a short while. It was hastily re-opened when the start of the new system was marred by voltage problems. The depot thus survived until mid-1961 when its last engine, No 67601, moved to 65A Eastfield.



Balloch 'shed' in 1950 devoid of locos. Balloch Central station is on the left of the picture.
J. L. Stevenson

The corrugated structure was erected circa-1948 and was the only means of shelter at the depot. It is likely that its provision was due to Balloch being afforded coded status within the motive power network.

It was reported that on 31 May 1950, the following were 'on shed': Nos (6)5227, 65315, (6)5339 and 67601. All were carrying 65l shed-plates but, as will be seen from the numbers, two were still in LNER livery. These four engines comprised the total 1950 allocation of the depot.

Class J36 0-6-0 LNER No 9280 at Balloch in 1946 prior to the erection of the corrugated structure.
J. L. Stevenson



66A POLMADIE

Pre-Grouping Origin: Caledonian Railway
Gazetteer Ref: 44 E3
Closed: 1967
Shed-Codes: 27A (1948 to 1949)
66A (1949 to 1967)
Allocations: 1950

Class 4P 4-4-0
40916 41131

Class 4MT 2-6-4T

42167	42203	42238	42247	42692
42168	42204	42239	42274	42693
42169	42205	42240	42275	42694
42170	42206	42241	42276	42695
42171	42207	42242	42277	42696
42172	42213	42243	42688	42698
42200	42214	42244	42689	42699
42201	42215	42245	42690	
42202	42216	42246	42691	

Class 4F 0-6-0
44196

Class 5MT 4-6-0

44707	44790	44793	45484	45486
44787	44792	44794	45485	45487

'Jubilee' 4-6-0
45579 Punjab
45583 Assam
45584 North West Frontier
45691 Orion
45692 Cyclops

'Royal Scot' 4-6-0
46102 Black Watch
46104 Scottish Borderer
46105 Cameron Highlander
46107 Argyll and Sutherland Highlander
46121 Highland Light Infantry, City of Glasgow Regiment

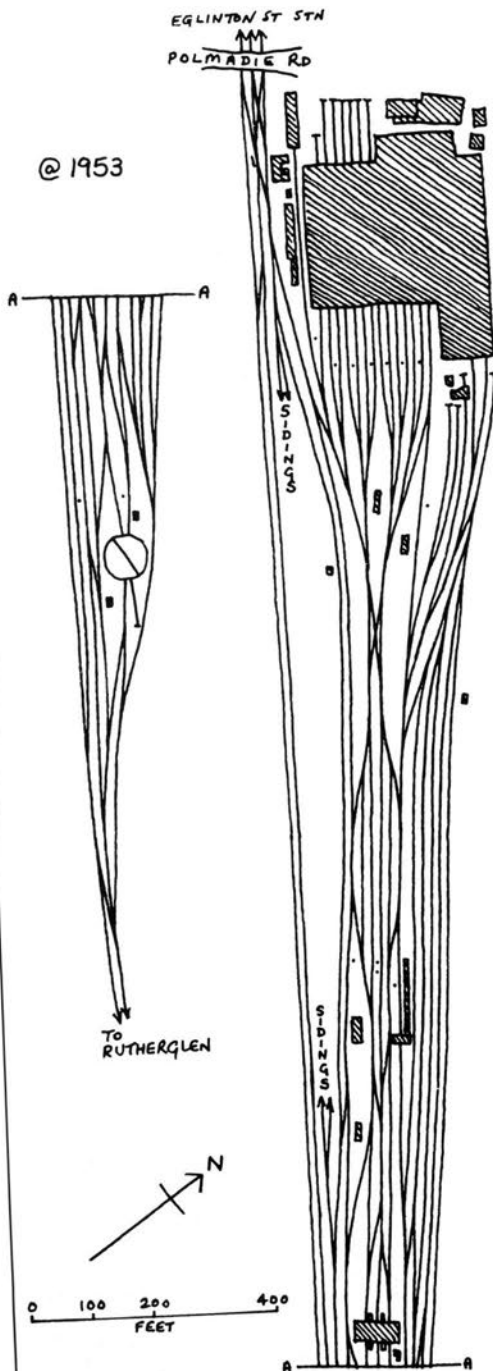
'Coronation' 4-6-2
46220 Coronation
46221 Queen Elizabeth
46222 Queen Mary
46223 Princess Alice
46224 Princess Alexandra
46227 Duchess of Devonshire
46230 Duchess of Buccleuch
46231 Duchess of Atholl
46232 Duchess of Montrose

Class 3F 0-6-0T

47331	47536	47540
47332	47537	47541

Class 2P 0-4-4T

55141	55179	55207	55265
55167	55197	55224	55267
55170	55201	55228	55268





Looking north-west to Polmadie from the scissors crossing in 1948. J. L. Stevenson

Class 2F 0-6-0T

56153	56159	56162
56154	56160	56167

Class 3F 0-6-0T

56239	56280	56298	56308	56342
56244	56281	56304	56314	56346
56260	56292	56305	56318	56349
56261	56294	56306	56322	
56263	56295	56307	56324	

Class 2F 0-6-0

57230	57292	57361	57412	57447
57238	57317	57365	57432	57448
57239	57319	57367	57433	57459
57268	57320	57370	57439	57463
57271	57321	57387	57443	57464
57275	57347	57388	57444	57465
57288	57360	57389	57446	

Class 3F 0-6-0

57555	57581	57622	57630	57674
57564	57619	57625	57661	57690

Total 166

Allocations: 1959

Class 4 2-6-4T

42055	42060	42172	42245	42276
42056	42143	42239	42246	42277
42057	42144	42242	42268	42695
42058	42170	42243	42274	
42059	42171	42244	42275	

Class 4F 0-6-0

43848	44193	44256	44318
43849	44251	44283	44322

'Royal Scot' 4-6-0

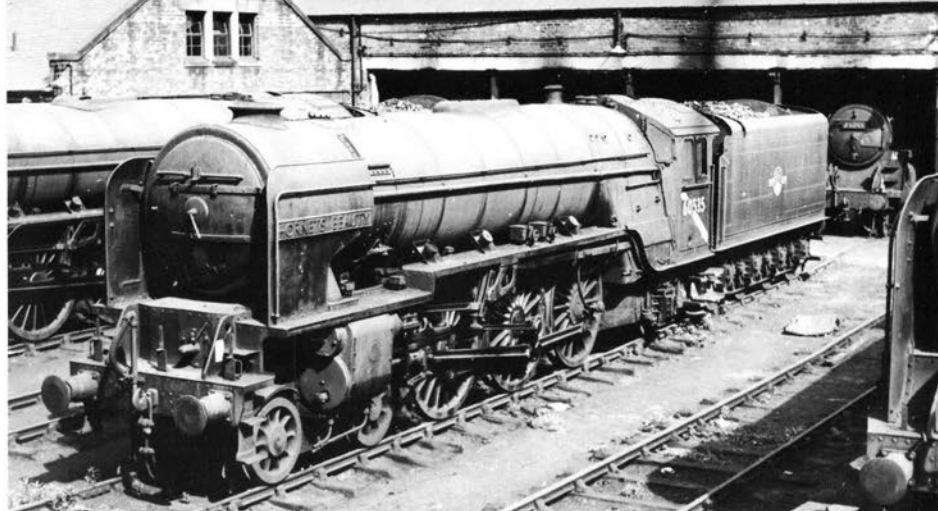
46102	Black Watch
46104	Scottish Borderer
46105	Cameron Highlander
46107	Aryll and Sutherland Highlander
46121	Highland Light Infantry, City of Glasgow Regiment

'Princess' 4-6-2

46201	Princess Elizabeth
46210	Lady Patricia

Polmadie shed in 1961. In the centre three unidentified 'Coronation' Pacifics can be seen (two facing). W. T. Stubbs





In 1965 Polmadie possessed three of the remaining six Class A2 4-6-2's. Here we see one of these No 60535 Hornets Beauty at the western end of the shed in 1965. G. W. Sharpe

'Coronation' 4-6-2

46222 Queen Mary
46223 Princess Alice
46224 Princess Alexandra
46227 Duchess of Devonshire
46230 Duchess of Buccleuch
46231 Duchess of Atholl
46232 Duchess of Montrose

Class 3F 0-6-0T

47536 47541

Class 8F 2-8-0

48773 48774 48775

Class 2P 0-4-4T

55167	55201	55224	55239
55169	55207	55228	55265
55189	55223	55237	55268

Class 2F 0-6-0T

56153	56154	56158	56159	56160
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Class 3F 0-6-0T

56239	56266	56298	56318	56335
56241	56292	56304	56322	56349
56260	56295	56308	56324	

Class 2F 0-6-0

57239	57292	57361	57417	57448
57268	57317	57365	57418	57463
57271	57319	57367	57419	57465
57275	57347	57369	57432	
57288	57360	57389	57444	

Class 3F 0-6-0

57553	57563	57581	57622	57674
57555	57564	57603	57625	

Class J35 0-6-0

64471	64477	64511
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Class J36 0-6-0

65216 Byng
65232

Class J50 0-6-0T

68953	68958
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'Britannia' 4-6-2

70050 Firth of Clyde
70051 Firth of Forth
70052 Firth of Tay

'Clan' 4-6-2

72000 Clan Buchanan
72001 Clan Cameron
72002 Clan Campbell
72003 Clan Fraser
72004 Clan Macdonald

Class 5 4-6-0

73055	73058	73061	73064	73076
73056	73059	73062	73072	73098
73057	73060	73063	73075	73099

Class 3 2-6-0

77008	77009
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Class 4 2-6-4T

80001	80007	80027	80057	80108
80002	80022	80054	80058	80110
80003	80023	80055	80106	80129
80006	80026	80056	80107	80130

Class WD 2-8-0

90039	90134	90229	90387	90596
90060	90198	90234	90536	90616
90077	90199	90320	90549	90640

Class WD 2-10-0

90751	90767
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Total 182



A brace of Class 4MT 2-6-4Ts outside Polmadie in 1966. Left is No 80027 (66A) whilst on the right No 80122 (66D) replenishes its tanks. C. Lofthus

Allocations: 1965

Class 4MT 2-6-4T

42131	42199	42277
42195	42243	42690

Class 5MT 4-6-0

44721	44796
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Class A2 4-6-2

60512 *Steady Aim*
 60522 *Straight Deal*
 60535 *Hornet's Beauty*

Class 5MT 4-6-0

73055	73060	73063	73072	73098
73059	73062	73064	73075	73099

Class 4MT 2-6-0

76004	76070	76071
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Class 4MT 2-6-4T

80001	80057	80108	80116	80121
80002	80058	80109	80118	80123
80027	80086	80110	80120	80130

Total 39

Surviving right up to the end of steam traction on the Scottish Region on 1 May 1967, Polmadie's 12 remaining locos were withdrawn.

66B MOTHERWELL

Pre-Grouping Origin: Caledonian Railway

Gazetteer Ref: 30 C5

Closed: 1967

Shed-Codes: 28A (1948 to 1949)

66B (1949 to 1967)

The southern end of Motherwell MPD in 1959.

W. T. Stubbs



Allocations: 1950

Class 3MT 2-6-2T

40159 40200

Class 4MT 2-6-4T

42125 42126 42127 42208

Class 4F 0-6-0

43884

Class 5MT 4-6-0

44969 45009 45151 45176 45498
45008 45121 45152 45462

Class 3P 4-4-0

54441 54460 54464
54453 54462 54465

Class 4MT 4-6-0

54630 54635 54640 54648 54650
54634 54636 54647 54649 54654

Class 2P 0-4-4T

55134 55138 55188 55191

Class 2F 0-6-0T

56155 56172

Class 3F 0-6-0T

56241 56264 56271 56334 56345
56245 56265 56276 56335 56356
56247 56268 56277 56337 56357
56258 56269 56285 56338 56358

Class 2F 0-6-0

57247 57289 57328 57404 57435
57256 57291 57332 57414 57436
57267 57299 57335 57416 57437
57270 57303 57363 57417 57461
57272 57325 57377 57418 57462
57278 57326 57379 57419

Class 3F 0-6-0

57582 57593 57599 57659 57688
57588 57595 57638 57666 57681

Class WD 2-8-0

90044 90152 90585 90693
90125 90386 90628

Class WD 2-10-0

90750 90756 90761 90770
90752 90758 90762 90771
90754 90760 90766 90772

Total 116

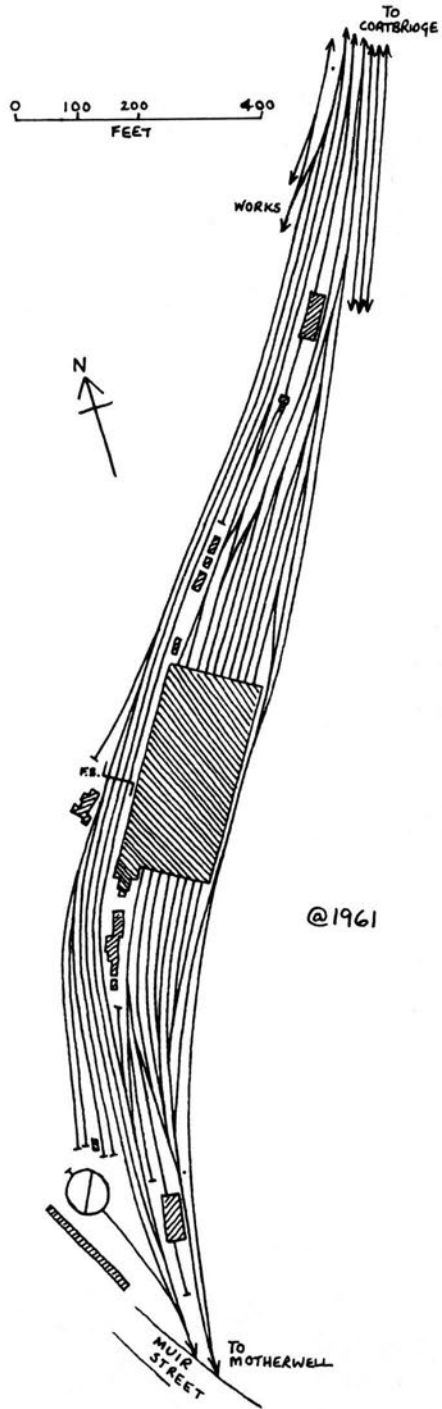
Allocations: 1959

Class 4 2-6-4T

42125 42127 42203 42689 42699
42126 42200 42208 42696

Class 4F 0-6-0

43883 43884





Another view of Motherwell from the south, this time in 1951. Note the difference in track geometry with the 1959 view. H. I. Cameron

Class 5 4-6-0

44850	45029	45151	45433	45498
44969	45085	45152	45462	
45008	45099	45176	45484	
45009	45121	45309	45485	

Class 3P 4-4-0

54462	54464	54465		
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Class 3F 0-6-0T

56264	56285	56338	56367	
56269	56337	56356		

Class 2F 0-6-0

57237	57270	57303	57363	57435
57247	57278	57325	57377	57436
57256	57291	57326	57404	57461
57267	57299	57328	57414	57462

Class 3F 0-6-0

57593	57599	57659	57668	57688
57595	57638	57666	57681	

Class 4 2-6-0

76000	76002	76004	76071	
76001	76003	76070		

Class 2 2-6-0

78050	78051			
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Class WD 2-8-0

90071	90386	90468	90628	
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Class WD 2-10-0

90750	90754	90758	90761	90770
90752	90756	90760	90762	

Total 89

Allocations: 1965

Class 5MT 4-6-0

44786	44850	44908	45029	45498
44787	44880	44991	45176	
44820	44881	45009	45433	

Class 2MT 2-6-0

46463

Class 5MT 4-6-0

73107

Class 4MT 2-6-0

76000	76002	76003		
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Class 3MT 2-6-0

77005	77008			
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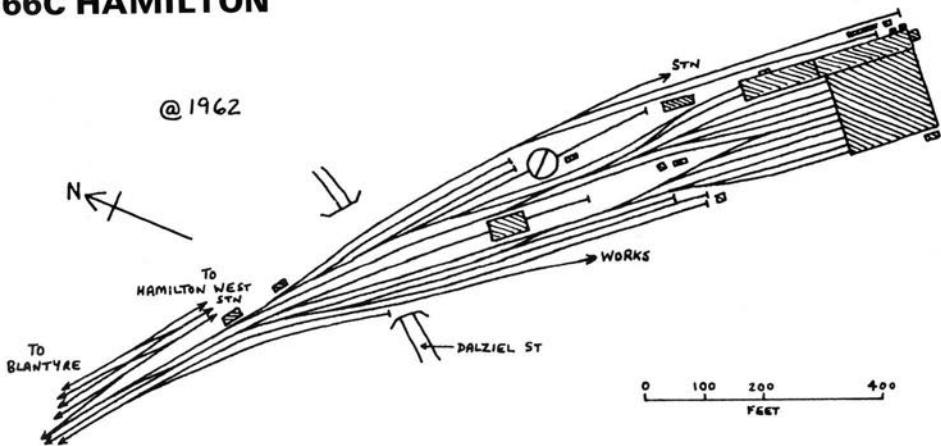
Total 20

Surviving as it did until the end of steam traction on the Scottish Region, Motherwell's last seven locos were withdrawn in May 1967.

One of Motherwells Black Five allocation No 45029 outside the South entrance to the shed in 1955. Photomatic



66C HAMILTON



Pre-Grouping Origin: Caledonian Railway
Gazetteer Ref: 44 B2
Closed: 1962
Shed-Codes: 27C (1948 to 1949)
66C (1949 to 1962)
Allocations: 1950

Class 3MT 2-6-2T
40150 40151

Class 4MT 2-6-4T
42128 42130 42165
42129 42164 42166

Class 5MT 2-6-0
42735 42740 42741 42850 42880

Class 4MT 2-6-0
54638 54639

Hamilton shed in 1959 with the following members of its allocation present, Nos 42128, 44196 and 42850. It was reported that by 1960 four lanes had been given up for DMU maintenance.
J. L. Stevenson

Class 2P 0-4-4T
55146 55221

<i>Class 3F 0-6-0T</i>			
56237	56284	56303	56321
56242	56286	56309	56360
56255	56287	56319	56362
56256	56296	56320	56371

<i>Class 2F 0-6-0</i>				
57237	57250	57307	57398	57413
57242	57260	57384	57407	57430
57244	57280	57395	57410	57431

<i>Class 3F 0-6-0</i>		
57609	57663	57665

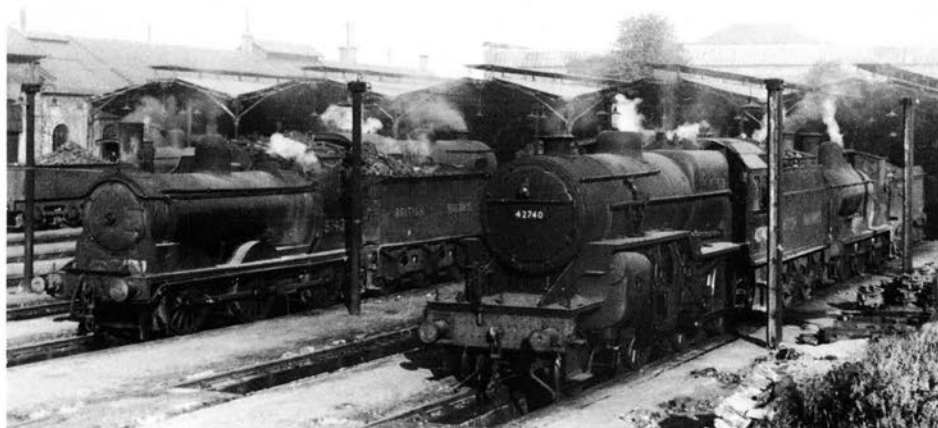
Total 51

Allocations: 1959

<i>Class 4 2-6-4T</i>		
42128	42164	42166
42129	42165	42167

<i>Class 6P5F 2-6-0</i>			
42735	42738	42746	42850 42880





Hamilton a decade earlier with Classes 2F 0-6-0 No 57430 and 5MT 2-6-0 No 42740 (both 66C) simmering outside. H. C. Casserley

Class 4F 0-6-0
44196

Class 3F 0-6-OT
47331

Class 3F 0-6-OT				
56242	56286	56296	56321	56362
56256	56287	56309	56360	56371

Class 2F 0-6-0				
57242	57307	57370	57407	57447
57244	57321	57384	57431	
57250	57335	57398	57446	

Class 3F 0-6-0			
57609	57630	57663	57665

Class 3 2-6-0		
77005	77006	77007

Class 4 2-6-4T	
80109	

Class WD 2-10-0		
90764	90771	90772

Total 47

Hamilton's last few serviceable engines were transferred to 66B Motherwell and 66A Polmadie in December 1962.

66D GREENOCK LADYBURN

Pre-Grouping Origin: Caledonian Railway

Gazette Ref: 29 B3

Closed: 1966

Shed-Codes: 27B (1948 to 1949)

66D (1949 to 1966)

Allocations: 1950

Class 4P 4-4-0		
41148	41149	41182

Class 4MT 2-6-4T				
42175	42415	42418	42421	42697
42176	42416	42419	42422	
42400	42417	42420	42423	

Class 2F 0-6-OT			
47167	47168	47169	

Class 3P 4-4-0				
54440	54468	54492	54498	54508
54457	54479	54497	54506	

Class 0F 0-4-OST		
56028	56031	56035

Class 2F 0-6-OT		
56156	56163	56166
56157	56165	56173



The eastern end of Greenock Ladyburn in 1954 prior to rebuilding as a five road depot. Note the three 'Caley Pugs' (Class 0F 0-4-0ST) in a row near the centre. Photomatic

Class 3F 0-6-0T
56288

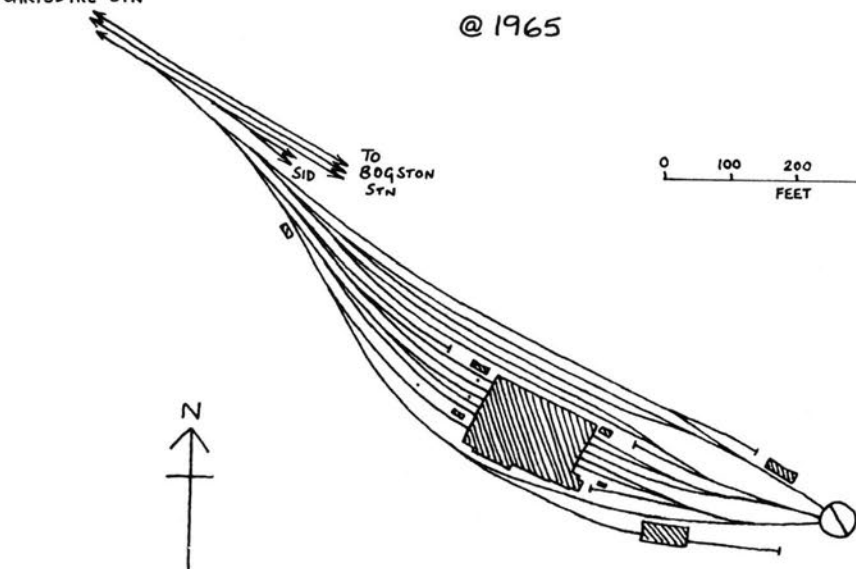
Class 2F 0-6-0
57369

Class 3F 0-6-0
57552 57556 57682

Total 42

@ 1965

To
CARTSDYKE STN





Allocations: 1959

Class 4 2-6-4T

42175	42241	42260	42263	42266
42176	42258	42261	42264	42698
42236	42259	42262	42265	

Class 6P5F 2-6-0

42740	42741
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Class 4F 0-6-0

44011

Class 2F 0-6-0T

47167	47168	47169
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Class 3P 4-4-0

54468	54479	54497	54498	54506
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Class 2P 0-4-4T

55267

Class 0F 0-4-0ST

56031	56035
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Class 2F 0-6-0T

56163	56166	56170
56165	56167	56173

Class 2F 0-6-0

57416

Class 3F 0-6-0

57552	57619	57682	57690
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Total 39

The rebuilt Ladyburn in 1963 from the north-west.

J. L. Stevenson

Allocations: 1965

Class 4MT 2-6-4T

42170	42216	42260	42266
42176	42241	42264	42694
42197	42259	42265	

Class 4MT 2-6-4T

80060

Total 12

Greenock closed in December 1966 when its last engine (No 80122) was withdrawn from service.

67A CORKERHILL

Pre-Grouping Origin: GSWR

Gazetteer Ref: 44 E3

Closed: 1967

Shed-Codes: 30A (1948 to 1949)

67A (1949 to 1967)

Allocations: 1950

Class 2P 4-4-0

40594	40598	40620	40636	40642
40595	40599	40621	40637	40649
40596	40604	40627	40641	40651

Class 4P 4-4-0

40905	40909	40915
40906	40914	40919

Class 4MT 2-6-4T

42122	42190	42193	42196
42123	42191	42194	42197
42124	42192	42195	

Class 5MT 2-6-0

42911	42914	42916	42917
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Class 4F 0-6-0

43899	44159	44198	44329
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Class 5MT 4-6-0

44706	45049	45174	45489
44968	45163	45194	45490
45047	45168	45251	45491

'Jubilee' 4-6-0

45560 Prince Edward Island

45576 Bombay

45643 Rodney

45645 Collingwood

45646 Napier

45693 Agamemnon

Class 3F 0-6-0T

47329

Class 2P 0-4-4T

55135	55182	55219	55266
55140	55206	55225	55269
55143	55211	55235	

Class 3F 0-6-0T

56249	56329	56350	56361	56369
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Class 2F 0-6-0

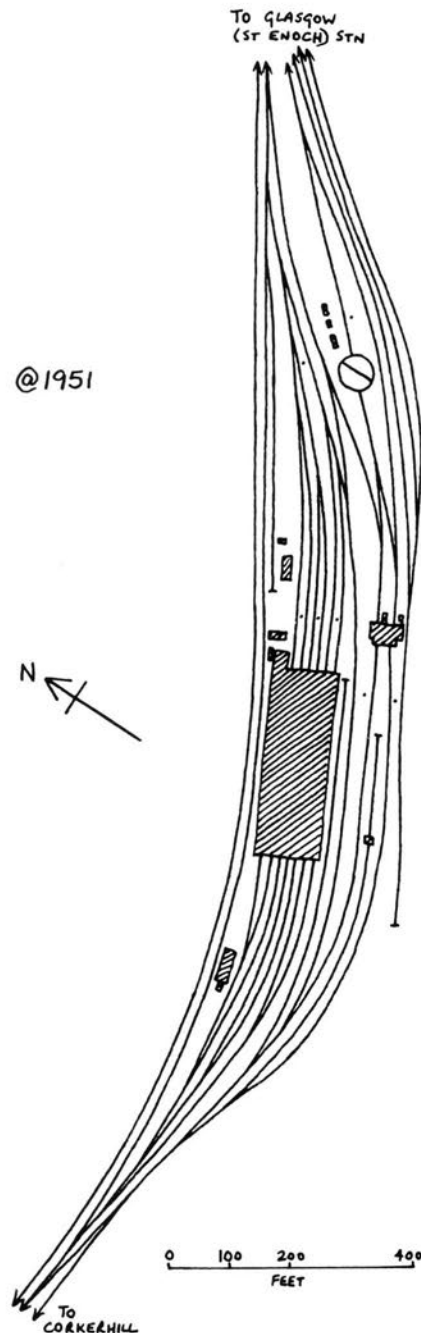
57241	57255	57300	57359
57249	57266	57309	

Class 3F 0-6-0

57560	57566	57580	57596	57698
57562	57575	57589	57695	

Total 91

@1951





Allocations: 1959

Class 2P 4-4-0

40594	40599	40627	40641
40596	40620	40636	40642
40598	40631	40637	40639

Class 4 2-6-4T

42122	42190	42193	42238	42247
42123	42191	42229	42240	

Class 4F 0-6-0

43899	44001	44198
43996	44189	44319

Class 5 4-6-0

44706	45007	45161	45251	45489
44791	45160	45194	45362	45490

'Jubilee' 4-6-0

45621 Northern Rhodesia
45665 Lord Rutherford of Nelson
45677 Beatty
45687 Neptune
45693 Agamemnon
45707 Valiant
45711 Courageous
45720 Indomitable

A 1962 view of Corkerhill from the western approaches. W. T. Stubbs

Class 3F 0-6-0T 47329

Class 2P 0-4-4T

55206	55219	55225	55235	55266
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Class 2F 0-6-0T 56156

Class 3F 0-6-0T

56279	56361	56364
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Class 2F 0-6-0

57241	57249	57300	57359
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Class 5 4-6-0

73079	73101	73103	73121	73123
73100	73102	73104	73122	73124

Class 4 2-6-0

76090	76092	76094	76096	76098
76091	76093	76095	76097	76099



Class 4 2-6-4T

80000	80009	80025	80127
80008	80024	80030	80128

Total 87

Allocations: 1965

Class 5MT 4-6-0

44791	44798	45171
-------	-------	-------

Class 5MT 4-6-0

73005	73079	73102	73106	73122
73009	73100	73103	73120	73123
73057	73101	73104	73121	73124

Class 4MT 2-6-0

76093	76114
-------	-------

Class 2MT 2-6-0

78026

Class 4MT 2-6-4T

80000	80024	80047	80112
80004	80025	80051	80128
80020	80046	80063	

Total 32

Corkerhill survived until the end of steam traction on the Scottish Region in May 1967, when its last three locos were withdrawn.

Looking north to the western end of Corkerhill in

1954 with (left to right) Classes 4P 4-4-0

No 41133, 3F 0-6-0T No 56350 and 4P 4-4-0

No 41142 (all 67A). Photomatic





A view of Corkerhill's eastern approaches from the coaling tower in 1948. J. L. Stevenson

67B HURLFORD

Pre-Grouping Origin: GSWR

Gazette Ref: 29 E4

Closed: 1966

Shed-Codes: 30B (1948 to 1949)

67B (1949 to 1966)

Allocations: 1950

Class 2P 4-4-0

40566	40593	40618	40661	40686
40570	40597	40619	40662	40687
40571	40605	40643	40663	40688
40572	40612	40644	40665	40689
40573	40617	40645	40666	

Hurlford shed in 1950. J. L. Stevenson



Class 4P 4-4-0
41110

Class 5MT 2-6-0

42744 42745 42910 42912

Class 4F 0-6-0

44312 44319 44323 44325

Class 3P 4-4-0

54456 54504

Class 2P 0-4-4T

55203 55236 55260

Class 3F 0-6-0T

56236 56368

Class 2F 0-6-0

57236 57277 57331 57353 57383

Class 3F 0-6-0

57570 57573 57650 57672

57571 57637 57651 57688

57572 57643 57671

Total 56

Allocations: 1959

Class 3 2-6-2T

40049

Class 2P 4-4-0

40570 40593 40612 40661 40689

40571 40597 40619 40665

40572 40605 40643 40686

40573 40608 40644 40687

40592 40609 40645 40688

Class 6P5F 2-6-0

42743 42744

Class 4F 0-6-0

44281 44312 44325

Class 5 4-6-0

45010 45266

Class 2P 0-4-4T

55203 55211 55264

Class 3F 0-6-0T

56368

Class 2F 0-6-0

57236 57295 57353

57284 57331 57383

Class 3F 0-6-0

57562 57577 57650 57672

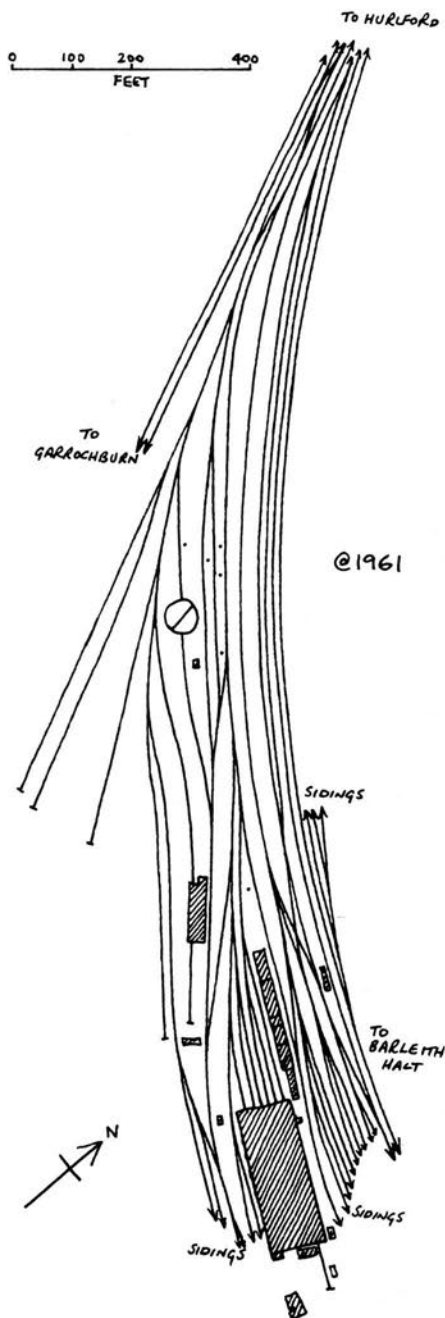
57570 57637 57651 57689

57572 57643 57671

Class 3 2-6-0

77015 77016 77017 77018 77019

Total 55





The coaling stage at Hurlford and shed beyond in 1953. B. Hilton

Allocations: 1965

Class 5MT 2-6-0

42736	42739	42741	42795	42879
-------	-------	-------	-------	-------

Class 5MT 4-6-0

44955	44992	45124	45490
44972	45117	45489	

Class 2MT 2-6-0

46451

Class 4MT 2-6-0

76021	76091	76094
76024	76092	76108

Class 3MT 2-6-0

77007	77016	77018
77015	77017	77019

Class 4MT 2-6-4T

80029	80091	80111
-------	-------	-------

Total 28

Closing in December 1966, Hurlford's last engine (45124) was transferred to 67A Corkerhill.

67C AYR

Pre-Grouping Origin: GSWR

Gazetteer Ref: 29 F3

Closed: 1966

Shed-Codes: 30D (1948 to 1949)
67C (1949 to 1966)

Allocations: 1950

Class 2P 4-4-0

40574	40590	40638	40647	40664
40575	40610	40640	40648	40670

Class 4P 4-4-0

40908	41132	41138	41183
40920	41133	41155	

Class 4MT 2-6-4T
42131

Class 5MT 2-6-0

42739	42806	42809	42927
42805	42808	42879	

'Sentinel' 0-4-0T
47182

Class 2P 0-4-4T

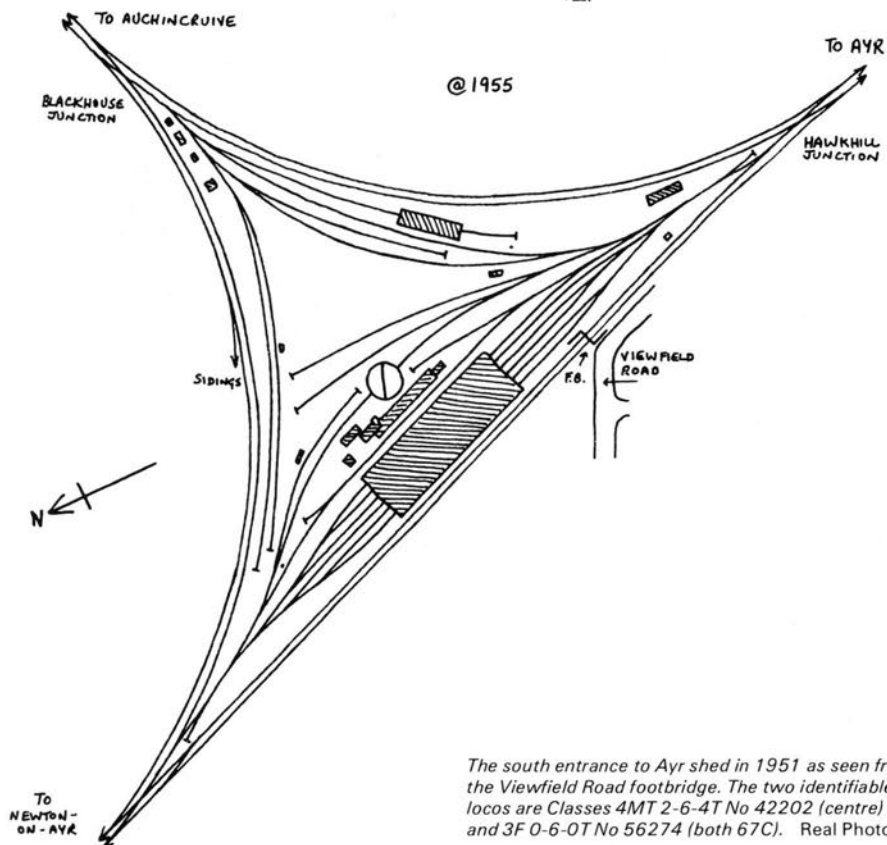
55132	55240	55262	55264
-------	-------	-------	-------

Class 3F 0-6-0T

56257	56273	56363
56272	56274	56367

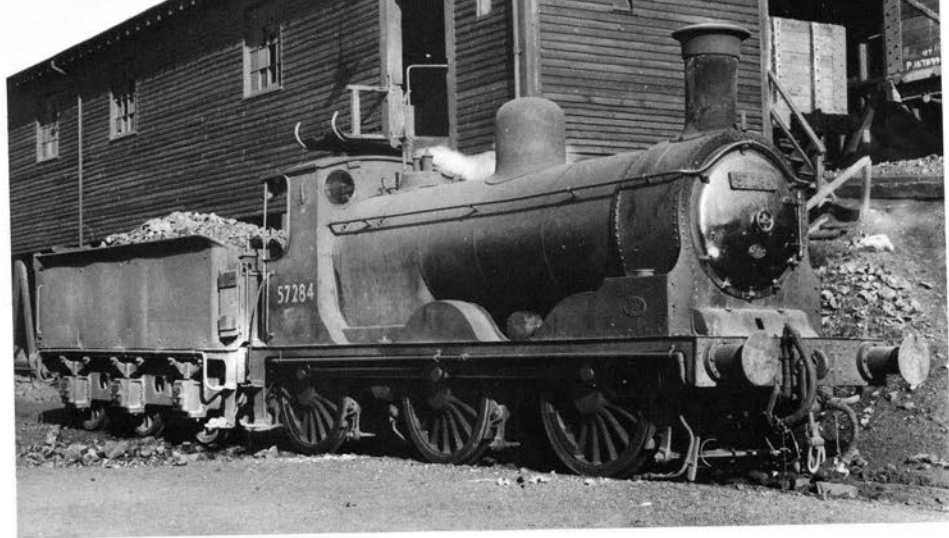
0 100 200 400
FEET

@ 1955



The south entrance to Ayr shed in 1951 as seen from the Viewfield Road footbridge. The two identifiable locos are Classes 4MT 2-6-4T No 42202 (centre) and 3F 0-6-0T No 56274 (both 67C). Real Photos





Class 2F 0-6-0 No 57284 (67C) alongside the coaling stage at Ayr in 1951. Real Photos

Class 2F 0-6-0

57234	57279	57312	57364
57235	57284	57315	57392
57262	57295	57354	

Class 3F 0-6-0

57569	57614	57633	57658
57594	57615	57640	57684
57611	57628	57644	57697

Total 59

Allocations: 1959

Class 2P 4-4-0

40574	40590	40610	40647	40670
40575	40595	40640	40664	

Class 4 2-6-4T

42131	42195	42197	42202
42194	42196	42201	

Class 6P5F 2-6-0

42739	42808	42910	42917
42745	42809	42914	42927
42805	42879	42916	

Class 4F 0-6-0

44323	44329	44330	44331
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Class 2P 0-4-4T

55231	55262
-------	-------

Class 3F 0-6-0T

56252	56344	56363	56372
-------	-------	-------	-------

Class 2F 0-6-0

57262	57279	57354	57364	57392
-------	-------	-------	-------	-------

Class 3F 0-6-0

57569	57611	57628	57644
57580	57614	57633	57658
57596	57615	57640	57684

Class Y9 0-4-0ST

68124

Class WD 2-8-0

90319	90463	90505
-------	-------	-------

Total 58

The northern end of Ayr shed in 1957. Left to right are Black Five 4-6-0 No 45121 (66B) and '4MT' 2-6-4Ts Nos 80030 and 80009 (both 67A). The Newton-on-Ayr to Ayr running lines occupy the foreground. G. W. Morrison



Allocations: 1965*Class 5MT 2-6-0*

42702	42789	42861	42912	42919
42737	42800	42863	42913	
42740	42801	42908	42916	
42780	42803	42909	42917	

Class 5MT 4-6-0

44974	45160	45164	45365	45486
44977	45161	45167	45460	

Class 2MT 2-6-0

46413	46482	46498
-------	-------	-------

Class 4MT 2-6-0

76001	76096	76098
-------	-------	-------

Total 32

Ayr's last two locomotives, namely Nos 76096 and 76101 were withdrawn in December 1966.

67D ARDROSSAN**Pre-Grouping Origin:** GSWR**Gazetteer Ref:** 29 D3**Closed:** 1965**Shed-Codes:** 30C (1948 to 1949)

67D (1949 to 1965)

Allocations: 1950*Class 2P 4-4-0*

40578	40607	40624	40667
40579	40608	40625	40668
40606	40609	40626	40669

Class 4MT 2-6-4T

42209	42210	42211	42212
-------	-------	-------	-------

Class 3F 0-6-0T

56259	56279	56282	56311	56364
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Class 2F 0-6-0

57263	57276	57348	57356
57274	57282	57355	57357

Class 3F 0-6-0

57577	57590	57669
57579	57627	57673

Total 35

Allocations: 1959*Class 2P 4-4-0*

40578	40607	40626	40667
40579	40624	40638	40668
40606	40625	40666	40669

Class 4 2-6-4T

42124	42210	42212
42209	42211	42697

Class 6P5F 2-6-0

42742	42806	42911	42912
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Class 4F 0-6-0

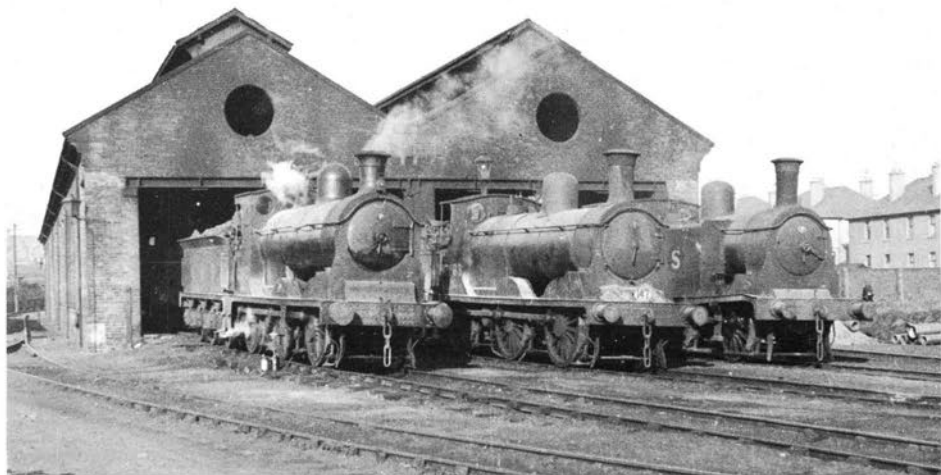
44159

Class 5 4-6-0

45456	45457
-------	-------

The south-eastern end of Ardrossan shed in 1954 with Classes 2P 4-4-0 No 40609 (left) and 5MT 2-6-0 No 42742 (both 67D) on display. Photomatic





A selection of six-coupled stock outside Ardrossan in 1946. Note the positioning of the shed-plates on each of the three locos smokebox doors. Despite their usual placement on the bottom, the practice of fixing these castings to the top of the doors was not uncommon at certain Scottish Section sheds of the LMSR. J. L. Stevenson

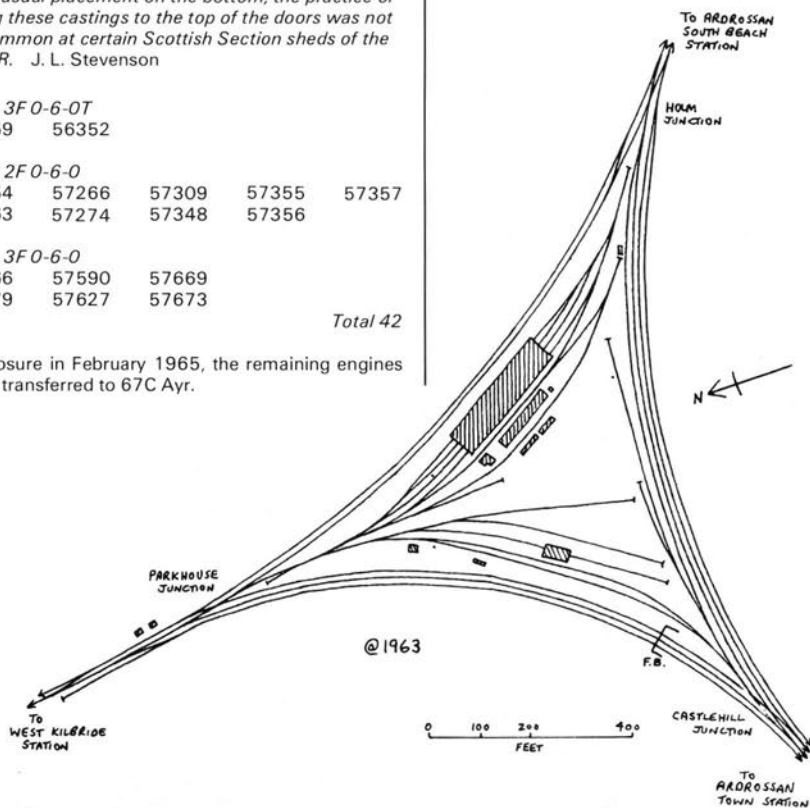
Class 3F 0-6-0T
56259 56352

Class 2F 0-6-0
57254 57266 57309 57355 57357
57263 57274 57348 57356

Class 3F 0-6-0
57566 57590 57669
57579 57627 57673

Total 42

At closure in February 1965, the remaining engines were transferred to 67C Ayr.



68A KINGMOOR

Pre-Grouping Origin: Caledonian Railway

Gazetteer Ref: 26 C1

Closed: 1968

Shed-Codes: 12A (1948 to 1949)

68A (1949 to 1958)

12A (1958 to 1968)

Allocations: 1950 (68A)

Class 2P 4-4-0

40602	40613	40615
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Class 4P 4-4-0

41129	41140	41142	41146
41139	41141	41143	

Class 5MT 2-6-0

42720	42780	42833	42876	42899
42748	42793	42834	42877	42905
42749	42802	42835	42881	42906
42751	42803	42836	42882	42907
42752	42831	42837	42883	42913
42757	42832	42875	42884	

Class 4FO-6-0

43868	43996	44016	44199
43902	44001	44181	44315
43922	44008	44183	44324
43973	44009	44189	44326

Class 5MT 4-6-0

44668	44677	44726	44898	45082
44669	44718	44727	44899	45083
44670	44719	44795	44900	45084
44671	44720	44877	44901	45100
44672	44721	44878	44902	45126
44673	44722	44882	44903	45363
44674	44723	44883	44993	45364
44675	44724	44884	44994	45432
44676	44725	44886	45081	45455

Kingmoor (south) in August 1961 with two 'Coronation' 4-6-2's in the distance. Nearer the camera are two Class 3FO-6-0s Nos 43622 (left) and 57653 (both 12A) languishing on the scrap road. The former ex-Midland, the latter ex-Caledonian, they were withdrawn from stock in December 1959 and January 1961 respectively. W. Potter

'Jubilee' 4-6-0

45577 *Bengal*
45580 *Burma*
45581 *Bihar and Orissa*
45582 *Central Provinces*
45713 *Renown*
45714 *Revenge*
45715 *Invincible*
45716 *Swiftsure*
45727 *Inflexible*
45728 *Defiance*
45729 *Furious*
45730 *Ocean*
45731 *Perseverance*
45732 *Sanspareil*

Class 8F 2-8-0

48321	48464	48472	48536	48612
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Class 3FO-6-0T

56231	56266	56327	56340	56373
56235	56316	56332	56354	56374
56248	56317	56333	56355	

Class 3FO-6-0

57632

Class WD 2-8-0

90464	90505
-------	-------

Class WD 2-10-0

90751	90767	90773
90763	90769	90774

Total 142

Allocations: 1959 (12A)

Class 2P 4-4-0

40602	40613	40615	40651
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Class 4 2-6-4T

42440	42542
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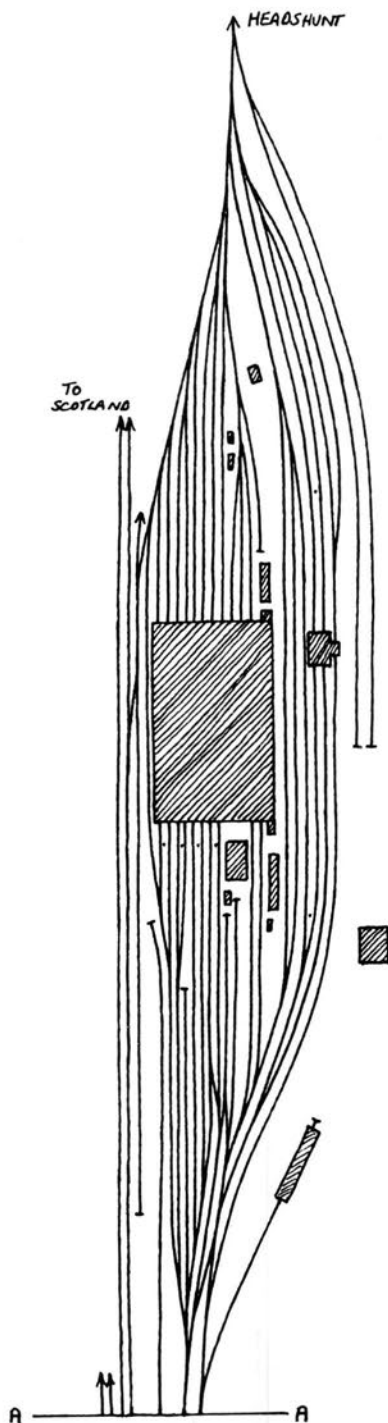
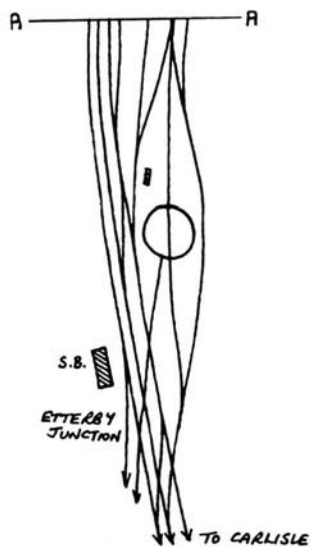
Class 6P5F 2-6-0

42720	42804	42835	42881	42906
42748	42830	42836	42882	42907
42751	42831	42837	42883	
42752	42832	42875	42884	
42757	42833	42876	42899	
42793	42834	42877	42905	





@ 1955



Class 3F 0-6-0

43241	43514	43622	43678
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Class 4F 0-6-0

43902	44008	44181	44315
43922	44009	44183	44324

Class 5 4-6-0

44668	44726	44886	45013	45138
44669	44727	44898	45018	45163
44670	44790	44899	45081	45330
44671	44792	44900	45082	45334
44672	44795	44901	45083	45363
44673	44877	44902	45100	45364
44674	44878	44903	45118	45455
44675	44882	44958	45120	45466
44676	44883	44993	45122	45481
44725	44884	45012	45126	45491

'Jubilee' 4-6-0

45640 *Frobisher*
 45657 *Tyrwhitt*
 45679 *Armada*
 45691 *Orion*
 45696 *Arethusa*
 45697 *Achilles*
 45704 *Leviathan*
 45713 *Renown*
 45714 *Revenge*
 45715 *Invincible*
 45716 *Swiftsure*
 45718 *Dreadnought*
 45724 *Warspite*
 45728 *Defiance*
 45729 *Furious*
 45730 *Ocean*
 45731 *Perseverance*
 45732 *Sanspareil*

Class 3F 0-6-0T

47332	47515	47537	47667
47358	47527	47540	

The northern end of Kingmoor in 1963 with (left to right) Classes 5MT 4-6-0 (named), 'Clan' 4-6-2 and A3 4-6-2. N. E. Preedy

Class 8F 2-8-0

48321	48474	48612	48756
48464	48536	48708	48758

Class 3F 0-6-0T

56235	56332	56340	56374
56316	56333	56373	

Class 3F 0-6-0

57653

'Clan' 4-6-2

72005 *Clan Macgregor*
 72006 *Clan Mackenzie*
 72007 *Clan Mackintosh*
 72008 *Clan MacLeod*
 72009 *Clan Stewart*

Class WD 2-8-0

90170 90464

Class WD 2-10-0

90763

Total 143

Allocations: 1965 (12A)*Class 4MT 2-6-0*

43000	43023	43040	43139
43004	43028	43049	

Class 4F 0-6-0

43981 44451

Class 5MT 4-6-0

44668	44792	44903	45118	45254
44669	44795	44986	45120	45259
44670	44802	44993	45126	45293
44671	44878	45012	45135	45295
44672	44883	45013	45138	45363
44674	44884	45018	45148	45364
44677	44886	45028	45163	45442
44689	44887	45061	45185	45455
44692	44898	45082	45195	45481
44726	44899	45097	45217	45491
44727	44900	45105	45228	
44767	44901	45106	45235	
44790	44902	45112	45236	





An earlier view of the southerly entrance to Kingmoor in 1954. Left of centre is 'Clan' 4-6-2 No 72008 Clan Macleod (68A). Photomatic

'Patriot' 4-6-0

45530 Sir Frank Ree

45531 Sir Frederick Harrison

'Jubilee' 4-6-0

45574 India

45588 Kashmir

45629 Straits Settlements

45742 Connaught

'Royal Scot' 4-6-0

46115 Scots Guardsman

46128 The Lovat Scouts

46140 The King's Royal Rifle Corps

46160 Queen Victoria's Rifleman

Class 3F 0-6-0T

47326 47471 47641 47667

'Britannia' 4-6-2

70001 Lord Hurcomb

70002 Geoffrey Chaucer

70003 John Bunyan

70005 John Milton

70006 Robert Burns

70007 Coeur-de-Lion

70008 Black Prince

70009 Alfred the Great

70016 Ariel

70035 Rudyard Kipling

70036 Boadicea

70037 Hereward the Wake

70038 Robin Hood

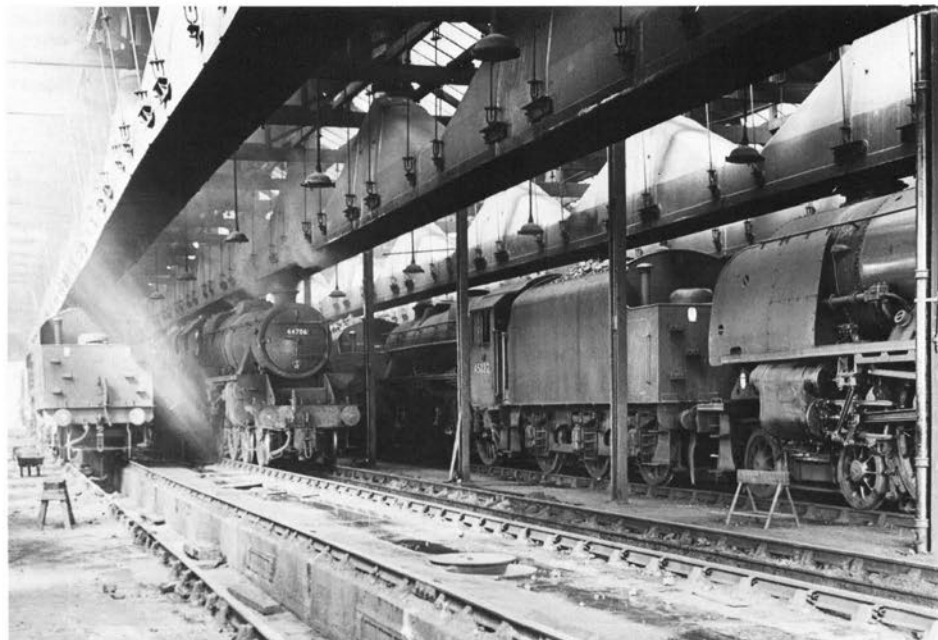
70039 Sir Christopher Wren

70040 Clive of India

70041 Sir John Moore

Carlisle Kingmoor interior with Black Five 4-6-0's Nos 44706 and 45082 in the centre of the view.

Note the manner in which the smoke troughs are suspended from the roof supports. Ian Allan Library



'Clan' 4-6-2

72005 *Clan Macgregor*
72006 *Clan Mackenzie*
72007 *Clan Mackintosh*
72008 *Clan MacLeod*
72009 *Clan Stewart*

Class 9F 2-10-0

92009	92015	92021	92076	92233
92010	92017	92023	92130	
92012	92019	92024	92208	

Total 119

As will be seen from the shed-codes, Kingmoor was London Midland Region property from 1958 until its demise in January 1968 when most of the allocation was withdrawn from service. A small number of locos found homes at South Lancashire sheds for the few months that remained of the 'steam era'.

An interesting feature of the 1965 listings is the inclusion of five different named classes despite the 50% plus proportion of 'Black Fives' and the high rate of dieselisation at that time. Also worth noting is that all five of the 'Clan' engines which survived into this year were Kingmoor based and had been since 1958. The class became extinct in May 1966 with the withdrawal of No 72006 from 12A Kingmoor.

68D DUMFRIES

Pre-Grouping Origin: GSWR

Gazetteer Ref: 26 B3

Closed: 1966

Shed-Codes: 12G (1948 to 1949)

68B (1949 to 1962)

67E (1962 to 1966)

Allocations: 1950 (68B)

Class 3MT 2-6-2T

40170

Class 2P 4-4-0

40576 40577 40614

Class 4P 4-4-0

40902	40912	41135	41175
40904	41109	41171	41179

Class 5MT 2-6-0

42908	42909	42915	42918	42919
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Class 3P 4-4-0

54443	54444	54507
-------	-------	-------

Class 2P 0-4-4T

55124	55164
-------	-------

Class 2F 0-6-0

57302	57337	57349	57378	57397
57329	57344	57362	57391	57405

Class 3F 0-6-0

57563	57601	57621
57600	57602	57623

Total 38

Dumfries MPD in 1953 as seen from the Annan Road overbridge with Class 2P 4-4-0 No 40614 (68B) posing in the foreground. J. L. Stevenson





Allocations: 1959 (68B)

Class 3 2-6-2T

40151 40170

Class 2P 4-4-0

40576 40577 40614

Class 6P5F 2-6-0

42908 42913 42918
42909 42915 42919

Class 5 4-6-0

44995 45169 45432 45480

Class 3P 4-4-0

54502 54507

Class 2P 0-4-4T

55124 55232

Class 3F 0-6-0T

56310 56327

Class 2F 0-6-0

57302 57329 57349 57362 57378

*An interior view of Dumfries in 1954.
J. L. Stevenson*

Class 3F 0-6-0

57600 57601 57602 57621 57623

Class 4 2-6-0

76072 76073

Total 33

Allocations: 1965 (67E)

Class 5MT 4-6-0

44699 44723 45115 45463 45471
44707 44995 45432 45467 45480

Class 2MT 2-6-0

46450 46479

Class 4MT 2-6-0

76073 76074

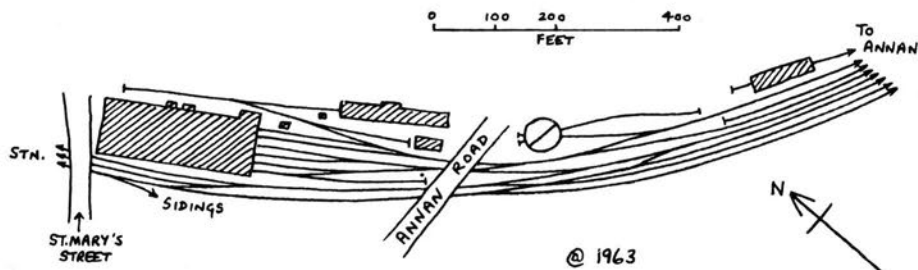
Class 2MT 2-6-0

78051

Class 4MT 2-6-4T

80023 80061 80117 80119

Total 19





At closure in May 1966, the bulk of the remaining stock was transferred to 67A Corkerhill and 67B Hurlford.

Dumfries shed in 1934. The building was of the same design as its double-ended ex-GSWR sister shed at Ayr. W. Potter

68C STRANRAER

Pre-Grouping Origin: Caledonian & GSWR

Gazetteer Ref: 25 C2

Closed: 1966

Shed-Codes: 12H (1948 to 1949)

68C (1949 to 1962)

67F (1962 to 1966)

Allocations: 1950 (68C)

Class 2P 4-4-0

40600 40611 40616 40623

Class 4P 4-4-0

41092 41099 41127

Class 2P 0-4-4T

55125

Class 3F 0-6-0T

56234 56372

Class 2F 0-6-0

57375 57445 57458

Total 13

Allocations: 1959 (68C)

Class 2P 4-4-0

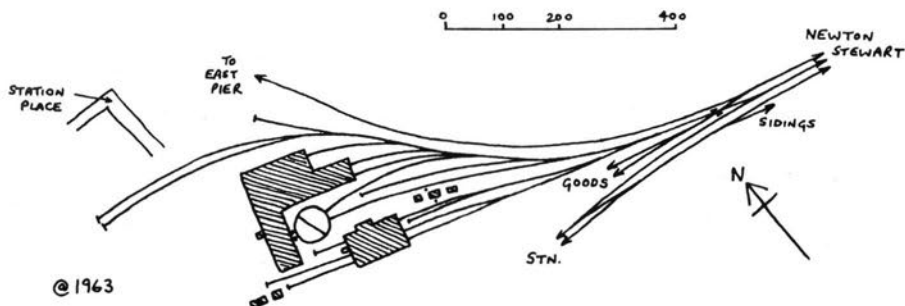
40566 40611 40616 40623

Class 6P5F 2-6-0

42749

Class 5 4-6-0

45125





Class 3P 4-4-0
54492 54508

Class 2P 0-4-4T
55240

Class 3F 0-6-0T
56302

Class 2F 0-6-0
57238 57340 57375 57445

Class 4 2-6-0
76112

Total 15

The ex-GSWR shed at Stranraer in 1962 with visiting 'Clan' 4-6-2 No 72006 Clan Mackenzie (12A). This engine became the last survivor of its class and was withdrawn in May 1966. Note the rebuilt shed entrances compared with the original archways on the right of the view. K. Fairey



An overall view of Stranraer depot in 1954. The rebuilt ex-Caledonian structure is on the left whilst the ex-Glasgow & South Western building can be seen beyond the right of the coaling plant. J. L. Stevenson

Allocations: 1965 (67F)

Class 5MT 4-6-0
44999

Class 4MT 2-6-0
76112

Class 2MT 2-6-0
78016

Total 3

Stranraer lost its last engine (45463) to 67C Ayr in October 1966.

The depot consisted of two buildings, one of Caledonian origin, the other Glasgow and South



Western. In pre-grouping days these two companies together with the LNWR and Midland comprised the Portpatrick & Wigtownshire Joint line which served the area.

The ex-Caledonian shed at Stranraer in 1962.
K. Fairey

68D BEATTOCK

Pre-Grouping Origin: Caledonian Railway

Gazetteer Ref: 30 G3

Closed: 1967

Shed-Codes: 12F (1948 to 1949)

68D (1949 to 1962)

66F (1962 to 1967)

Allocations: 1950 (68D)

Class 1P 2-4-2T

46656

Class 2P 0-4-4T

55142 55181 55232 55234 55239

55178 55220 55233 55237

Class 4P 4-6-2T

55350 55353 55360

55352 55359 55361

Total 16

Allocations: 1959 (68D)

Class 4 2-6-4T

42130 42205 42214 42688

42192 42213 42215

Class 2P 0-4-4T

55234 55260

Class 3F 0-6-0

57568

Total 10

The northern end of Beattock shed in 1949 with the station visible on the far left. J. L. Stevenson



Allocations: 1965 (66F)

Class 4 2-6-4T

42129 42688 42693

Class 4MT 2-6-0

76090

Class 4MT 2-6-4T

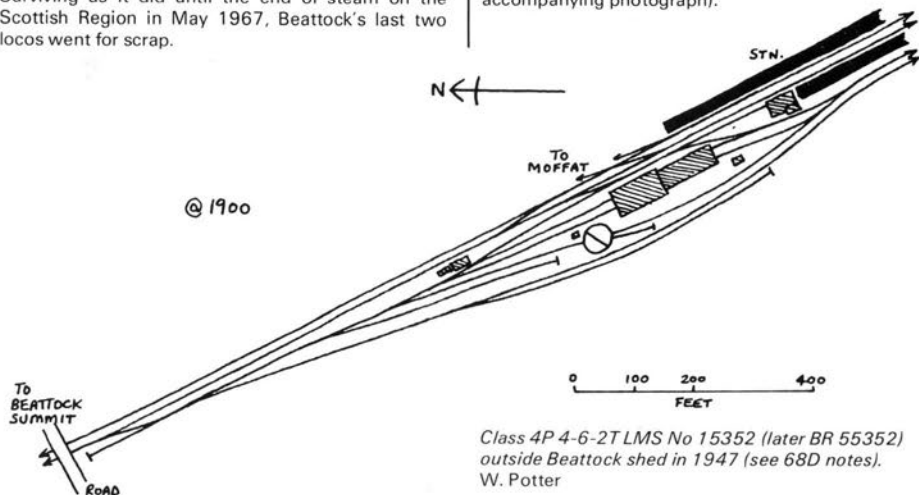
80005 80045

Surviving as it did until the end of steam on the Scottish Region in May 1967, Beattock's last two locos went for scrap.

Total 6

Beattock shed as viewed from the station with a pair of Class 2P 0-4-4Ts Nos 55164 and 55260 (both 68D). T. Wright

The depot's main role was the provision of banking engines for the gruelling Northward climb to Beattock Summit. In 1950 the shed boasted all the surviving ex-Caledonian 4P 4-6-2Ts. Twelve were built in 1917 and all except two survived nationalisation. The class became extinct in October 1953 when No 55359 was withdrawn (from 68D) (see accompanying photograph).



Class 4P 4-6-2T LMS No 15352 (later BR 55352) outside Beattock shed in 1947 (see 68D notes).

W. Potter





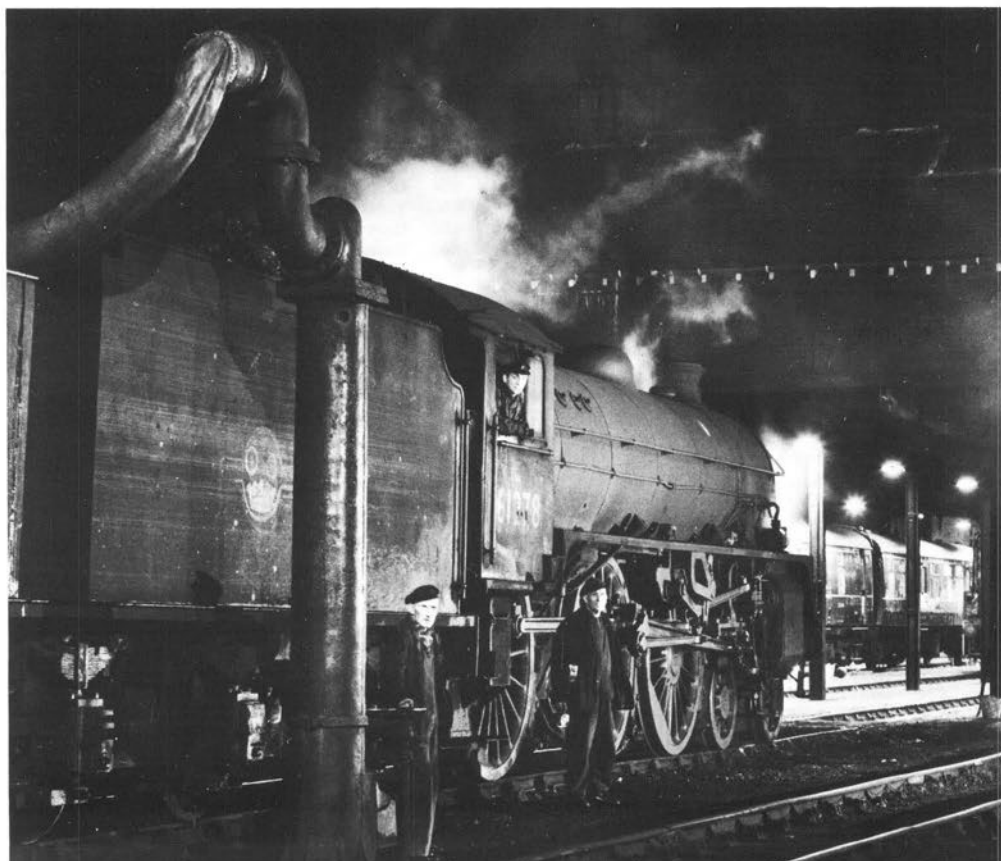
List of Shed-Codes

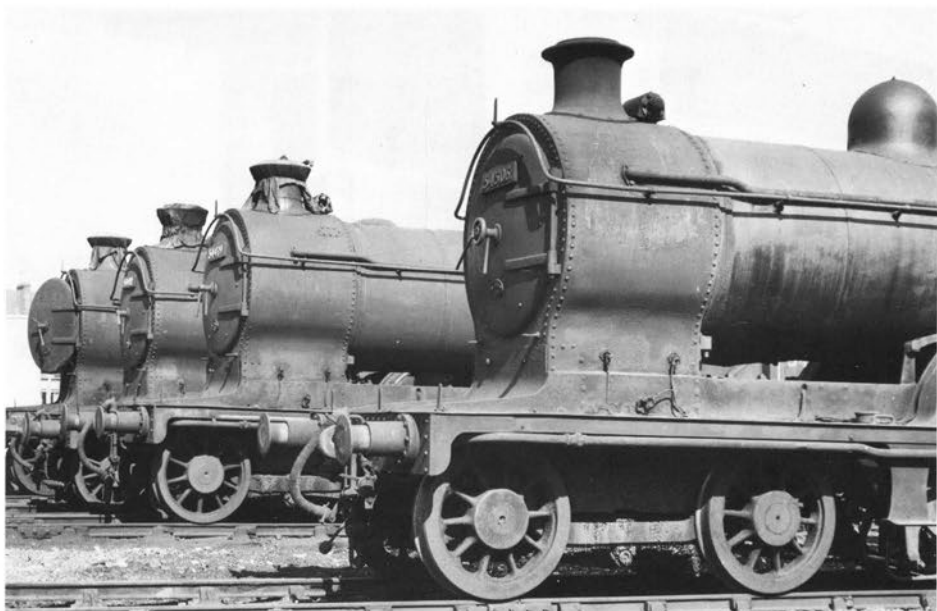
The following lists sets out every shed-code that existed for steam Motive Power Depots under the Scottish Region from 1949 to 1967 along with each venue and its length of occupancy.

60A	Inverness 1949-62	64G	Hawick 1949-66
60B	Aviemore 1949-62	65A	Eastfield 1949-66
60C	Helmsdale 1949-62	65B	St Rollox 1949-66
60D	Wick 1949-62	65C	Parkhead 1949-65
60E	Forres 1949-59	65D	Dawsholm 1949-64
		65E	Kipps 1949-63
61A	Kittybrewester 1949-61	65F	Grangemouth 1949-65
61B	Ferryhill 1949-67	65G	Yoker 1949-61
61C	Keith 1949-61	65H	Helensburgh 1949-62
		65I	Balloch 1950-61
62A	Thornton 1949-67	65J	Balloch 1949-50
62B	Dundee Tay Bridge 1949-67		Fort William 1955-60
62C	Dunfermline 1949-67		Stirling South 1960-66
		65K	Polmont 1960-64
63A	Perth 1949-67		
63B	Stirling South 1949-60	66A	Polmadie 1949-67
	Fort William 1960-62	66B	Motherwell 1949-67
63C	Forfar 1949-58	66C	Hamilton 1949-62
	Oban 1959-62	66D	Greenock Ladyburn 1949-66
63D	Fort William 1949-55	66E	Carstairs 1960-66
	Oban 1955-59	66F	Beattock 1962-67
63E	Oban 1949-55		
		67A	Corkerhill 1949-67
64A	St Margarets 1949-67	67B	Hurlford 1949-66
64B	Haymarket 1949-63	67C	Ayr 1949-66
64C	Dalry Road 1949-65	67D	Ardrossan 1949-65
64D	Carstairs 1949-60	67E	Dumfries 1962-66
64E	Polmont 1949-60	67F	Stranraer 1962-66
64F	Bathgate 1949-66		
		68A	Kingmoor 1949-58
		68B	Dumfries 1949-62
		68C	Stranraer 1949-62
		68D	Beattock 1949-62
		68E	Carlisle Canal 1951-58



That most saddening of sights — a redundant motive power depot. The remains of Wick in 1966 (closed 1962). P. Foster

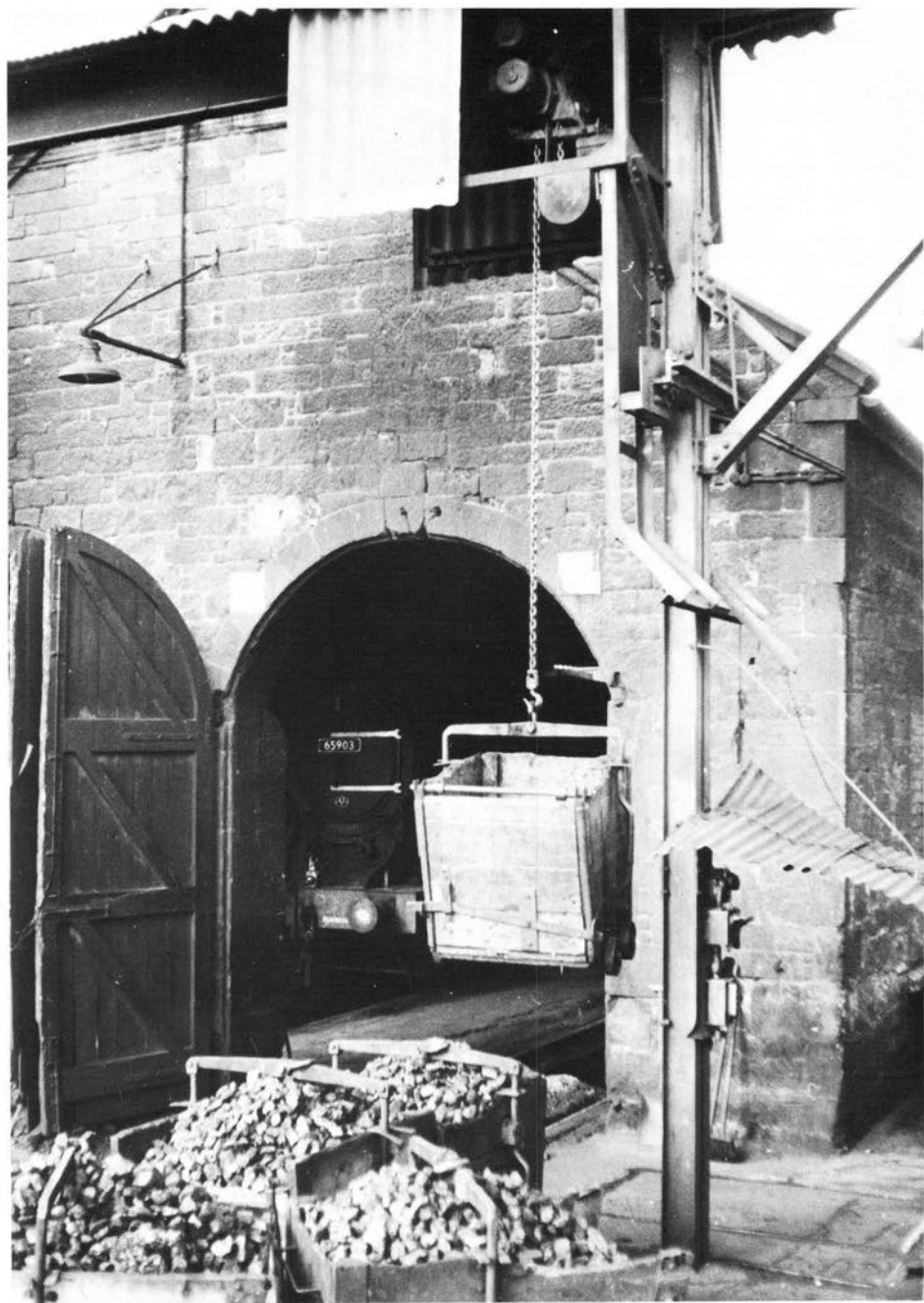




A line up of stored ex-Caledonian Class 3P 4-4-0s at Greenock Princes Pier shed (sub of 66D) in 1956. Left to right are Nos 54443, 54492, 54479 and 54506 (all 66D). D. A. Anderson

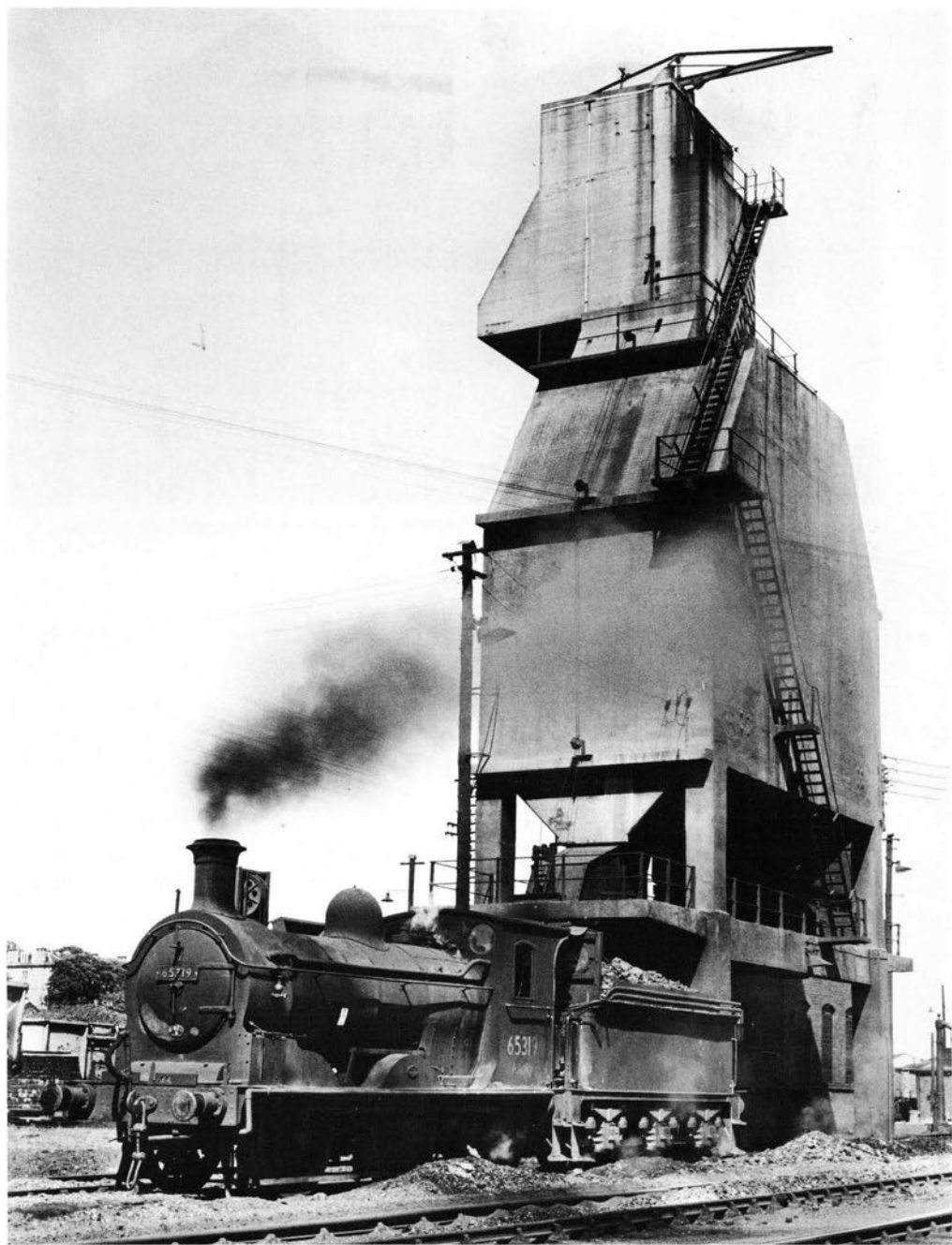


Class B1 4-6-0 No 61278 (62B) rests outside Aberdeen Ferryhill on 3 March 1967 after hauling the 19.45 freight from Dundee. As the predominance of diesel power suggests, Ferryhill closed to steam in this month. D. Mackinnon



A quaint but effective method of coaling at some small sheds was the hoist and bucket system illustrated here. When suspended over the locos

bunker the side door would be unlatched to allow gravity to do the rest. The one shown is at Alloa (sub of 62C) in 1966. P. R. Parham



A stark contrast to the hoist and bucket system is this view of Dundee Tay Bridge mechanical coaling plant in 1964. Shed Pilot Class J36 0-6-0 No 65319

*(62B) is also depicted sporting a cab-tender.
M. Pope*



Class B1 4-6-0 No 61278 (62B) again (see Ferryhill night view), this time at St Margarets shed in 1965.
D. R. Easton





The south-west corner of Corkerhill shed in 1966 clearly depicting the predominance of BR Standard classes. The notice relates to the compulsory stabling of locos clear of the crossing. C. Lofthus



The idyllic setting of Kyle of Lochalsh (sub of 60A) in 1957 with a trio of Black Five 4-6-0s (left to right) Nos 44783, 45478 and 44719 (all 60A). Also 'on shed' at this time were Nos 45192, 45476 and Class 2P 0-4-4T No 55216 (all 60A). A. W. Martin

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